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THE SPHERE, DECEMBER 30, 1944
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Vol. CLXXIX No. 2345 WITH WHICH IS INCORPORATED THE GRAPHIC DECEMBER 30 1944

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Crowning Glory

IF Woman's crowning glory is her hair it is Man who helps her to keep it so; and particularly the chemist. Almost all hair preparations are based on chemicals or are the result of chemical research. Ordinary shampoos are soap solutions but soapless shampoos are the outcome of research on reactions between sulphuric acid and fats or derivatives of fats. Man's hair creams contain emulsifiers and woman's hair rinses include as essential ingredients citric, tartaric or acetic acids to impart gloss. Hair dyes are, of course, wholly chemical products and bleaching is achieved by oxidising agents such as hydrogen peroxide with ammonia. Perhaps the most interesting example of chemical research in connection with hair is in permanent waving. It was discovered that in order to produce a wave, hair must be stretched when wet. This creates a strain on the hair and consequently flattens one side of the strand. Heat and alkalis were found to hasten the process by quickly softening the cuticle. Borax was the first alkali used and gave a fairly tight wave; dilute ammonia had certain advantages over this but gave a looser wave. Then sodium sulphite was introduced, and was followed in its turn by organic products, morpholine and triethanolamine. Permanent waving lotions thus consist solely of prepared chemicals and owe their efficiency to the purity achieved by the chemical industry. Lastly the heat necessary may now be provided by a sachet containing heat generating chemicals (such as calcium carbonate, calcium oxide and ammonium sulphate) which does away with the discomfort of a fixed electrical machine. In other words chemical research not only makes modern hair treatment increasingly efficient but enables it to be given more comfortably and conveniently.

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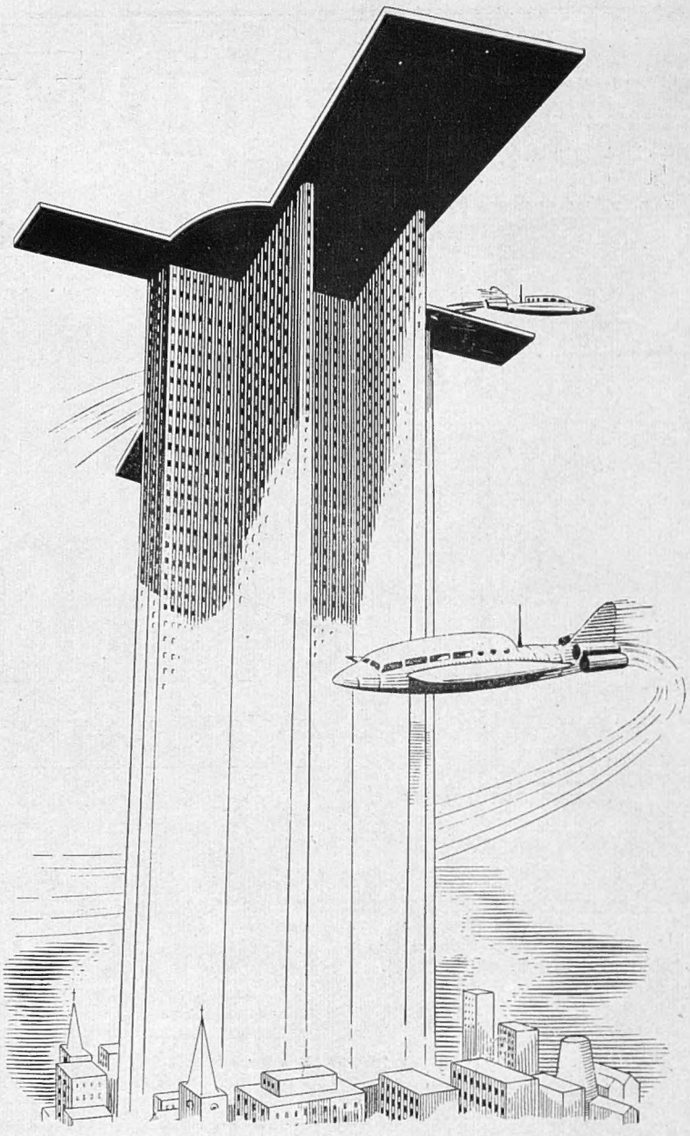

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Volume CLXXIX No. 2345 The SPHERE, London, December 30, 1945

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

AFTER A BATTLE IN A GERMAN TOWN, AN AMERICAN TANK BRINGS BACK A WOUNDED ENEMY SOLDIER INTO THE TOWN OF ECHTZ

This picture gives a good impression of the equipment carried by the armoured fighting vehicles in the battle-line : it would seem that every available inch of space is occupied by weapons, or baggage of some sort. In addition to its crew, in this case the tank is also carrying a badly-wounded German soldier on its front, to get him to a dressing-station the quicker. Another and heavier tank is following behind the first. Like most of the towns through which the armies have passed, Echtz has been badly damaged by the artillery and mortar-fire from both sides : alongside the muddy roads is piled the equipment of war and supplies of many kinds. The tank crew in this picture are wrapped in heavy clothing owing to the recent appalling weather on the German frontier

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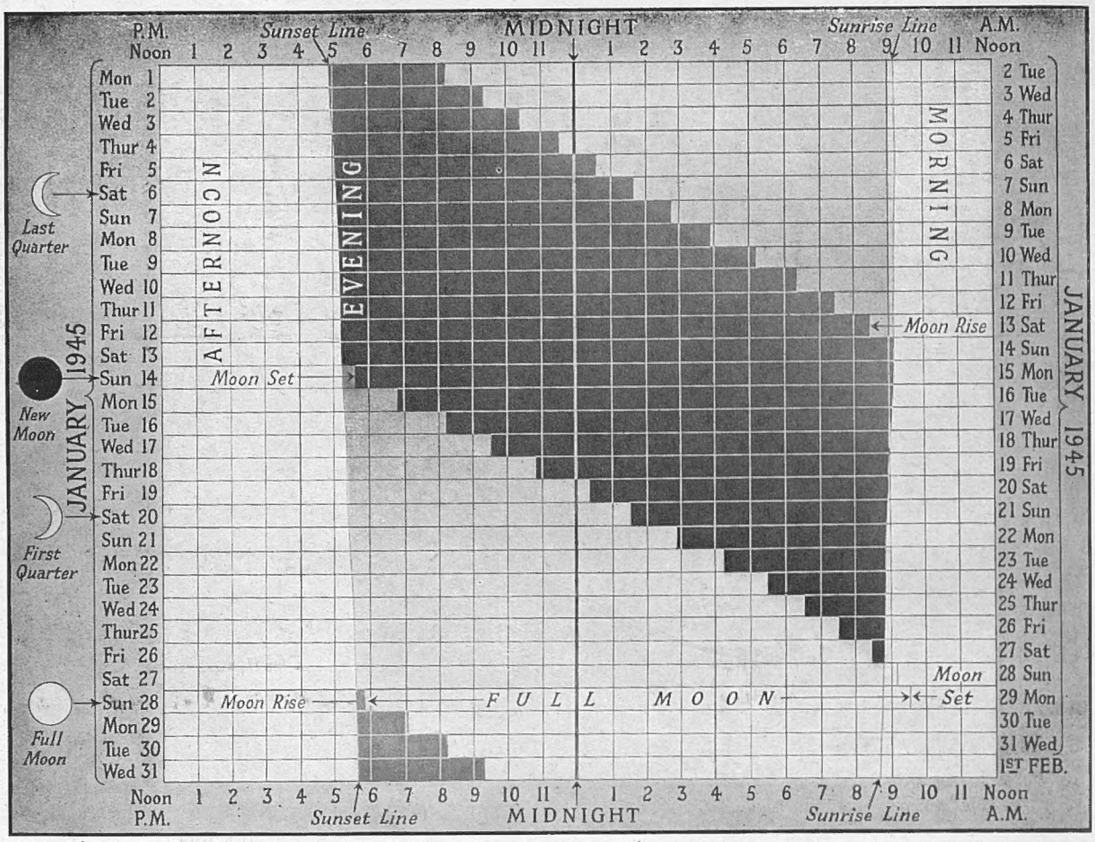
A WAR NEWSLETTER —No. 278

1, NEW OXFORD STREET, W.C.1.

Out in the '45—In wishing readers the best that may be in the New Year, I cannot deny that events in December 1944 have increased the size of the note of interrogation which hangs over the new Year of Fate. May we be "out in the '45" (as some of our Highland ancestors, 200 years ago), if the phrase implies "out of war" and into peace. But the phrase, as coined, had a sinister meaning of civil wars and a sombre end for many of our Highland ancestors, and I only use it in the strict sense I have defined. Shortly before Parliament rose for the Christmas recess, Mr. Churchill made a speech on our policy as regards Poland. He spoke with his customary clarity, frankness and courage, and I am in no position to dissect his careful phrases nor to criticise his expressed policy. Yet it is impossible to deny that none of his recent speeches was so little comforting or welcome or did less to clear the atmosphere immediately ahead. His words left a deeper and more sombre fog overhanging 1945 than ever we looked to see there in October. The statesman and leader of a great nation at war must be not only very strong, very brave and very cool; he must be a realist and a very elastic realist. He must recognise that circumstances are for ever changing and that circumstances alter cases and expressed views. He cannot hope to be consistent or to seem consistent, because he is compelled to compromise and employ expedients *all the time*. The Atlantic Charter was at its inception far more than an ideal —it was a practical policy, a cast-iron plan. To-day it is an elastic generalisation, a theory liable to be governed and limited by exceptions to its rules. If anybody had told you or me (or Mr. Churchill) a year or so ago that Britain for her part would be admitting exceptions in December 1944, we should all have denied it with an oath and damned it as a slander. And here we are! And where are we . . . besides? We seem to see rocking on its foundations that once immovable image of solidarity—the united front and 100 per cent. unanimity and fraternity of the three great Allies in war and peace. The note of pleading which crept into Mr. Churchill's and Mr. Eden's references to the vital meeting of the Big Three was clear to see, and afforded grounds for anxiety. If to-day neither Stalin nor Roosevelt acknowledge the claim of our Premier to act at last as host to such a meeting, the fraternity of the Big Three at least is not as ideal as we supposed, for the importance of such an early meeting is no less than it was. It grows more urgent every day. If we are to be out in the '45 in a happy sense, we have a lot of fog to dissipate.

The Fatal Errors Creep Back.—In 1919 and 1920, the victorious Allies went to Versailles fully conscious that the rising generations of their peoples had been blotted out in the cause of making an end of wars. The delegates did what they could to plan a just and lasting peace. It failed. The sacrifice was in vain. Controversy still rages round the causes of failure, but nearly all controversialists are agreed that two mistakes then were responsible for much of the tragic failure. The delegates met too soon. Their minds were still befogged and embittered by the hatreds and misunderstandings of war. And the redrawing of frontiers and the shifting of populations from one flag to another sowed the seeds of further war and racial hatred and jealousy. The Atlantic Charter had no greater object than to prevent a recurrence of these tragic errors. To-day the elder sons of that lost and sacrificed generation long since have offered the same sacrifice, and now the younger sons and grandsons are making it. And the voice of Britain has officially declared to the world its adherence, in the case of Poland, to both the same cardinal errors. Small wonder if the ordinary man is shaken with doubt and shocked; small wonder if he feels that mankind is in the fell clutch of circumstance and cannot control its fate. He knows that the disease of civilisation is almost mortal. He is not the surgeon. His leaders must decide if a major operation—a last desperate remedy—is to be attempted. But—hard as the decision must be for the expert—it is due to his own reputation, and due to his patient and his patient's friends, that in giving his voice to the decision to proceed with that desperate remedy, he should register his opinion that it *is* a desperate remedy and, if he has been overborne by other specialists in consultation, he should register that fact also. History is made in hot blood. It is written in cold blood. It is made in sudden crises. It is written from documents, read coolly at leisure. Posterity cannot feel the temperature of the crises. It can only judge of decisions and events from the printed records which set them forth. That is why History never tells the whole truth and can always be interpreted in various ways to suit particular arguments. But the frailty of History is no argument with any statesman for neglect to stand right with History, to justify his decisions, so far as may be, with contemporary documentation. If to-day we are in the fell clutch of circumstance beyond our control, at least we should record the fact for Posterity and lodge a clear protest.



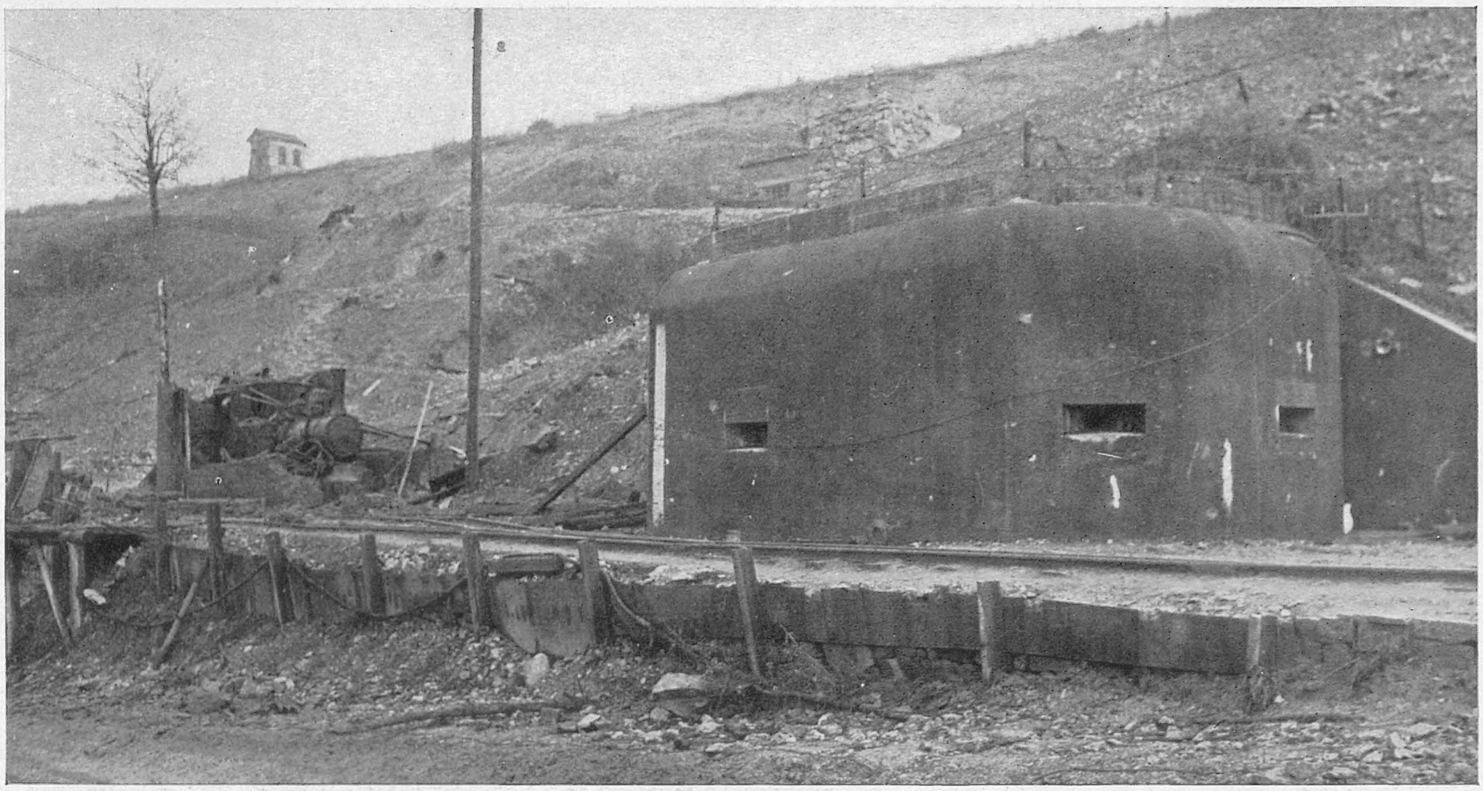
"THE SPHERE" MOONLIGHT CHART FOR THE MONTH OF JANUARY, showing the period of no moonlight and the period when the moon will be at its full

A limited number of these charts will be supplied free of charge on application to the Publisher, "The Sphere," Commonwealth House, 1, New Oxford Street, W.C.1, but 2½d. in stamps must be enclosed with the application

Wanted — A Party.—One must be in the movement. A general election on party lines is to be our fate or fortune as soon as the Nazis admit defeat. That may be in 1945, or perhaps 1946. It is a good citizen's duty to take his share in representative government in a Democracy. Therefore, it is high time for me to go in search of a party which shall receive my allegiance and vote. To-day two things complicate the search and decision abnormally. We have been so long under Coalition that we have forgotten what the old parties once "stood" for. And we can no longer choose our party by approving its programme, because all parties have only one and the same feature in their shop windows—Beveridgism, or social-security-against-every-ill-for-every-class, in which is included adequate housing and employment for all. I confidently expect to find my name on two voters' lists—that of my university and of my constituency of residence. I am not much concerned with the political colour of my university candidate. I know the type of candidate I *want*. I shall plump for character only. I shall vote for that candidate, whatever his label, who most nearly satisfies my high standard of what a university representative should be—a figure of immense dignity, a scholar, a gentleman and man concerned to preserve what is good in ancient traditions, yet elastic and broad-minded and strong to cut away what is rotten or antiquated—a man who has no need of advertisement or stunt to make his presence or his influence felt. How nearly I shall find my conditions joined in any candidate, I cannot guess. As an ordinary adult voter in a county constituency, my leanings would be towards a suitable *Liberal* candidate. My roots are in Whiggism and I was nurtured in the Liberal tradition. But the Liberals have been long in eclipse. The hour of their resurrection seems near, and to my sorrow I find them divided and wrangling as the dawn heralds zero hour. How like the Whigs, how like the Liberals! As in the 1820's they offered a gift to old Lord Liverpool, so now they are prepared, it seems, leaderless and divided, to share out their votes among the other two parties. And yet these Liberals are by no means short of leaders. Lord Samuel could do well in the Lords. Lady Violet Bonham-Carter is a sound, shrewd and doughty politician and orator. But the ranks remain divided. As ever, they will dribble away in trickles. But when it comes to embracing the Conservatives, I find myself doubly checked.

"A Plague o' Both Your Houses."—I am appalled by the moss-grown and reactionary abuses of many of the local Conservative associations in the past decades; I see no amendment, and I am too often horrified by their choice of candidates, by the conditions which govern those choices and by the manners and actions of the local Conservative agents. In my own constituency, I see no hope of having at the general election a Conservative candidate whom I may regard as suitable for my type of rural constituency, and therefore worthy of my vote. And, secondly, I find it quite impossible to reconcile the present everlasting blurb of Conservative Ministers and M.P.s concerning the ideals of Democracy with their long tolerance of the continuation of a dozen practices and institutions in our public and private life which are the direct negation of almost any definition of Democracy. In saying this, I condemn them not so much for being undemocratic (for I am quite undecided myself as to the worth of what we have hitherto defined and practised as Democracy in this country) as for being hypocritical. Remain the Socialists. In *theory*, I suppose we are all Socialists to-day—"ideal" Socialists. But shall I plump for the Socialist candidate whoever he may be at the next election? I should find it easier to go blind for Labour if I had not listened to the voices of Labour men on the air at their recent Conference. I have no right to complain of the cacophony of those voices—radio technique is still in its infancy. But I am justified in criticising the constant proofs that loyalty to its leaders is not yet a feature of the Socialist movement. So long as a majority of Socialist demagogues voice keen suspicion of the motives of all leaders of the party who rise to Government office rank, and for ever assume that a Socialist Minister who "walks with Kings" must "lose his virtue" and develop a penchant for the flesh-pots of privilege, so long that party must do without my vote. Until Labour learns the meaning of the word loyalty (and some other useful words), it shall not have my vote. I am not attracted by the programmes of the little groups, though I have no objection to supporting tiny minorities in principle and if their principles seem good to me, and certainly I have a warm feeling for Mr. Maxton. But I still don't know what I shall do with my votes.

THE OLD STAGER

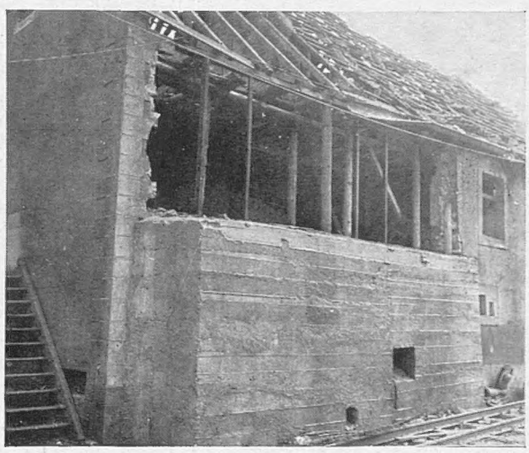


V-BOMB FUEL IS BELIEVED TO HAVE BEEN MADE IN A SUBTERRANEAN HILLSIDE FACTORY by the Germans near Wittring, in France, now captured by the Americans. This is one of the pill-boxes which guarded the site. Note the engine on the left, now destroyed, which helped in the work of making the fuel

V-BOMB FUEL MANUFACTURED IN A FRENCH HILLSIDE

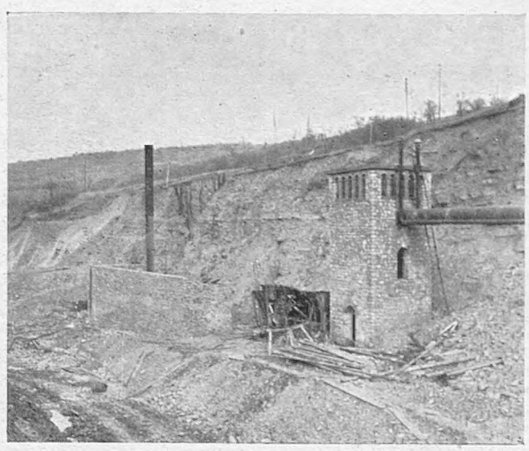
A Discovery by the Americans at Wittring

HOW THE V 2 GAS MANUFACTURING PLANT WAS SEALED UP BY THE GERMANS. Before they were forced to leave they blasted the cliff, thus closing the entrances. The plant was heavily protected with camouflaged pill-boxes located at strategic points



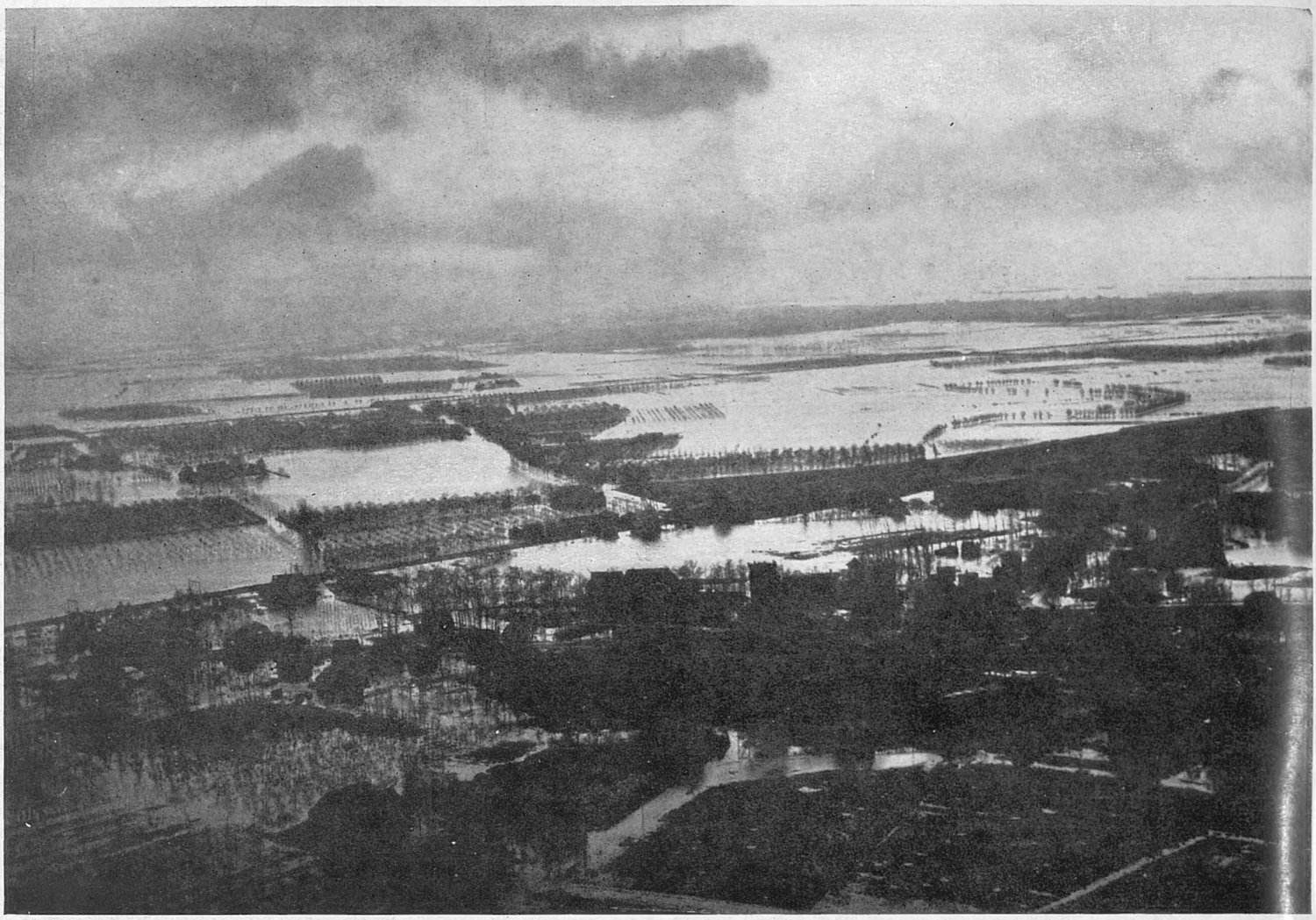
ONE OF THE INSTALLATIONS OUT IN THE OPEN AT WITTRING, built to resemble a barn. It was knocked out by the Americans

THE OUTSIDE VENTILATOR AND HEATING-PIPES WHICH SUPPLIED THE UNDERGROUND PLANT. These too were destroyed by the Germans before they left. The demolitions were carefully made, and access to the underground caves was made difficult by blasting the cliff face over the entrances



ONE OF THE DEMOLISHED OUTSIDE BUILDINGS at the site suspected of manufacturing V 2 gas

The pictures reproduced here were taken by the Americans after they had captured Wittring, in France. It is thought that at this spot the Germans had established an underground factory in a hill-side for the manufacture of gas for their V 2 bombs. Before leaving, however, the enemy collapsed the cliff face over the entrances, thus denying the Americans access to the interior—at least, for the moment



PICTURES from the WESTERN FRONT

On the British and American Sectors

A SOMBRE SCENE IN HOLLAND, WHERE FLOODS HAVE BEEN HOLDING UP THE BRITISH ADVANCE: Large areas of the battlefront at the northern end of the line were flooded by the retreating Germans: this has been responsible for the lull on part of the Second Army's front. Men have been marooned in certain of the advanced positions, and have had to be supplied by boat across the flooded wastes. The latest reports indicate that the floods are now subsiding, despite continuous rains. This picture was taken from the air above the flooded village of Elst, which lies between Nijmegen and Arnhem

HOW BRITISH TROOPS OPERATE IN THE "ISLAND," the tract of land north of Nijmegen on the road to Arnhem. Here the flood water released by the Germans is quite deep, and movement is mainly carried out by boat. The men cannot operate freely on account of German observation within the area. What movement there is, is mainly by night. There is no question, either, of trench warfare, the British line being maintained in fixed positions established on the few pieces of solid ground

THE MASTER RACE IN CAPTIVITY: Wearing a ground sheet to protect his over-size greatcoat, this German prisoner surrendered after heavy fighting in the Huertgen Forest. On the left a young Nazi still displays a look of sullen arrogance

THREE HUNDRED WOMEN POLITICAL PRISONERS ARE LIBERATED after the capture of the last Alsatian town on the German border : Hagenau was captured by the Seventh Army. The German forces there were in such a hurry to get out that they forgot the 300 Frenchwomen whom they had imprisoned in the gaol. Some of them had been in Hagenau Prison for over two years : they had come from towns all over France, placed there for remarks about Germany and Hitler, for listening to the English radio and for other offences. When they were liberated by the Americans they waved, danced and made the V sign, as they ran through the gates into the town and to freedom

GERMAN FUGITIVES FROM THE GESTAPO take refuge on von Papen's estate : Defying a Gestapo order to evacuate their homes, 1,700 Germans near Saarlautern hid in a disused mine on the estate of Franz von Papen, Nazi diplomat, taking with them all the household goods they could carry. Before a threat to entomb them could be carried out, they were freed. This picture was taken when the refugees were discovered by men of the U.S. Ninetieth Division

A DAY BEFORE THIS WAS A GERMAN POSITION. Then the Americans stormed it and began to convert it into an Allied stronghold. It was a fortress erected in front of the Sports Platz in Julich : built in concrete, its basement was enormously strong, although the upper works had all been demolished

THE U.S. THIRD ARMY CAPTURE FORT DRIANT AT METZ : A view of the battered remains of one of the casemates. Fort Driant was one of the last remaining enemy strongholds offering resistance at Metz. It fell to men of the Fifth Infantry Division. Two months ago American troops were withdrawn from this sector after one of the war's strangest battles, fought in the subterranean tunnels in the fort

The RETURN of the HIGHLAND DIVISION

IN THE CEMETERY AT ST. VALERY-EN-CAUX : A Lieut.-Colonel of the Black Watch lays a wreath on the graves of men of the Fifty-first Highland Division who fell in 1940 : At St. Valery-en-Caux in 1940 the famous Fifty-first Highland Division, after fighting a valiant rearguard action, was finally forced to surrender to the Germans. But the "Jocks" came back, and over four years later men of the same Division retook the town. On December 12, St. Valery celebrated its three months of freedom with a day of ceremonies. The Pipe Band and personnel of the Fifty-first Highland Division were present, and a grand banquet was given to them. Later a service was held at the cemetery and wreaths laid on the graves of the men who fell in 1940

THE FIFTY-FIRST HIGHLAND DIVISION RETURNS TO THE FRENCH TOWN WHICH IT DEFENDED SO VALIANTLY IN 1940. The scene in the cemetery during the sounding of the "Last Post" with which the service ended and at which the whole town was present

THE BIG DEMONSTRATION IN FRONT OF THE GOVERNMENT BUILDING IN ATHENS ON DECEMBER 3 which heralded the outbreak of the E.L.A.S. revolt. It was during the course of this parade that the first shots were fired. British tanks tried to prevent the crowd from infiltrating into University Street, but this was proved impossible: two of these tanks are seen in the foreground. Very few people apart from the demonstrators are visible along the route, but a number of women and some children may be seen

THE RIOTING IN ATHENS

—How the Trouble Arose

Official Photographs Taken During the Demonstrations of December 3-4 and the Events which Followed

On December 3, a big demonstration was held in front of the Government building in Athens by supporters of the E.A.M. organisation. This was the start of the serious trouble which soon developed throughout the capital, and which then spread to the Piræus and to Salonika and other places in Greece. During the course of the procession shots were fired into the crowd. It was claimed by the people that it was the police who had fired: they are particularly unpopular because they were formed by the Germans and are alleged to be Fascist in outlook. Other outbreaks then occurred, and the estimated casualties rose to twenty-four killed and 140 injured. On December 4, another demonstration took the form of a procession to bury the dead of the previous day. As the coffins were carried to the cemetery, the demonstrators shouted their party cries and waved banners. The procession headed for University Street, where it had been forbidden to hold demonstrations. Six tanks awaited the crowd, but the partisans easily filtered through this screen, as the tank crews were under orders not to fire. The crowd then arrived in Synpavna Square: when this was almost full, unseen machine-guns opened up. In a few seconds, the square was clear, except for the victims, and the procession broke up. The large crowds which attended the procession were possible only because of the general strike which had been declared on the previous day.

DURING THE COURSE OF THE DEMONSTRATION: Part of the huge crowd which flocked to the centre of the city to witness the course of events outside one of the Government buildings. The building in the right background housed a number of British personnel

A COMMUNIST SECTION OF THE PROCESSION ON DECEMBER 4: In their buttonholes, the demonstrators wore little white flags inscribed with the hammer and sickle. The slogans read: "The nation demands retribution for the new victims amongst the E.A.M."

PARTISANS HOLDING OUT IN THE E.A.M. BUILDING IN ATHENS WERE FIRST ATTACKED BY BRITISH TANKS, which forced an entry, and then by paratroops. They entered in the face of E.L.A.S. fire and captured forty-two prisoners, including some women. The British operations were directed from attack Headquarters in a truck : tanks and armoured cars fired on machine-gun nests on the roofs of buildings from which home-made bombs were being dropped. Later, the Headquarters of the Communist Party and the Headquarters of the E.A.M. organisation surrendered

A PRISONER IS HURRIED AWAY FROM THE SCENE OF THE FIGHTING : Army cars and an armoured fighting vehicle face the scene of disturbance as the paratroop sergeant brings in his Greek civilian prisoner. Later, the Headquarters of the Communist Party was also captured

AFTER TANKS HAD BROKEN INTO THE E.A.M. BUILDING : Some of the prisoners are escorted from the scene of the fighting after capture by British paratroops. Large quantities of food and ammunition and many rifles were also seized at this central point

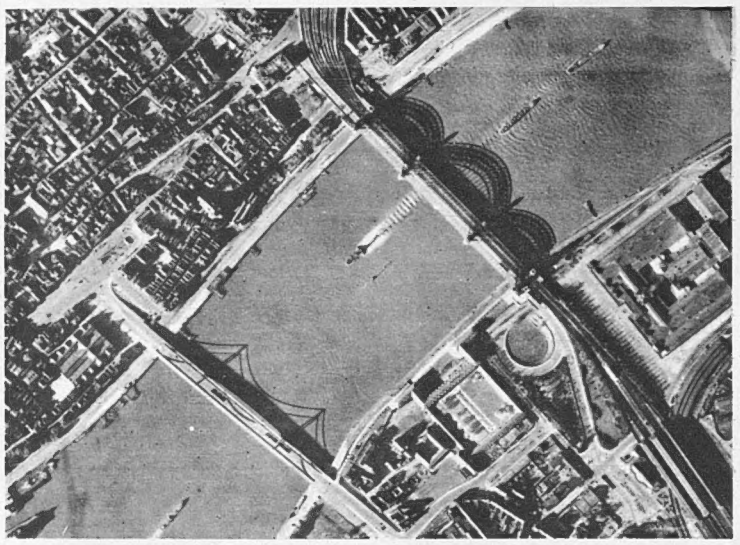
THE COMING of the NEW RHINELAND STATES

The Alliances Among the Western Powers to Isolate the German Industrial Areas After the War

Discussed by FERDINAND TUOHY

THE practice may be deplored of publicly discussing the major effects upon Germany of "unconditional surrender," as calculated to give Goebbels heavy ammunition, though it is worth noting that our expert propagandists think the error would be in leaving treatment undefined. This might pass for irresolution. Whatever you think, the matter has been taken out of our hands by Mr. Churchill's statement on a compensated Poland, and by the clear Rhenish implications of the Paris-Moscow Alliance.

Whether it drags out the war or not, the Germans now know that they stand to lose territory alike in the east and west. How far the present populations may be herded away by one side or the other is a matter of grim uncertainty, but the Allies in the west will not wish it. I refer to the newly-sponsored states which are coming through the mist in place of the German Left Bank of the Rhine and the Prussianised Ruhr. Germans should, in all sense, have a say in this sponsoring so long as they play fair, inasmuch as it is mainly in this western region that the formidable task will be undertaken of welding German economy into a broader European framework.



ONE OF THE CHIEF WAYS INTO THE GERMAN RHINELAND : The road and rail bridges at Cologne, which link Aachen with Central Germany. It is towards this point that the Allied Armies on the Western Front are now pressing

Yet it is not with the German aspect that I wish to treat; rather with the new complexion that the proposed Rhenish transformation lends to the project of a western system of alliances—let us call it "Western Association," since "Western Union" has roused the suspicion of people who are looking well to their western approaches!

Fortunately for Britain, her troops should stand in possession of a vital portion on or near the Rhine when the "cease-fire" sounds. Let us hope, however, that long before then General de Gaulle will have come to London to forge a new alliance with Britain, a cardinal feature of which cannot fail to be a precise understanding as to the future rights and responsibilities on the Rhine, of each contracting party. With Europe in the state it is, these things cannot wait on the excellent fruition of a Dumbarton Oaks, and it would be infinitely better if America joined in the parley parallel to ourselves, and, *vis-à-vis*, a France treated on an equal footing. Walter Lippmann urges that there should be a Mediterranean understanding with France, as well as a western one.

General de Gaulle is, in his own words, in search of a solution that combines "the security of France and the Rhineland, the economic unity of the countries of the Rhine basin, and the future of the Ruhr as an arsenal of peace." The present position appears to be that he has won Stalin's approval of a plan by which France will aid her recovery by drawing indefinitely on the economic resources of the Rhineland, the while the Ruhr's resources go to benefit stricken Europe as a whole, the rest of Germany included.

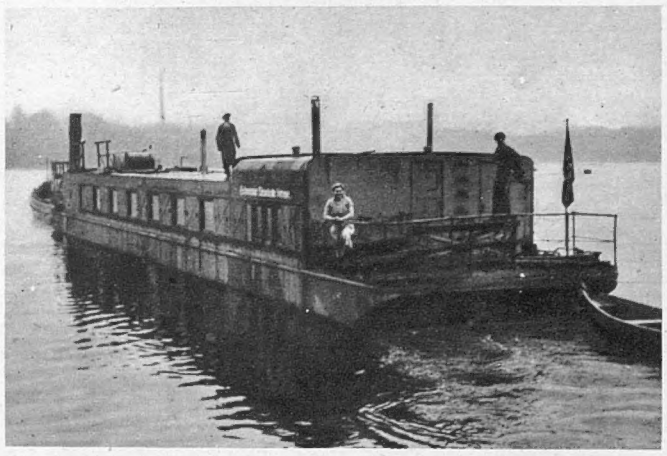
Obviously, we are here approaching a very interesting chapter of European history. For well over a century we have refused to allow France to get strong—too strong to be comfortable, in our past estimate—on the Rhine. For example, in 1830, Foreign Minister Sebastiani thus addressed Palmerston: "It is essential and indispensable to France to get back the Rhine as frontier. Landau and Sarre-Louis are particularly necessary to her. So long as the policy of England is opposed to these resumptions, so long it will be impossible for any cordial alliance to exist between England and France, and France, whose real interests lie in a connection with England, will be led rather to unite herself with Russia and Prussia." To which "Pam" regretted, but he didn't think the British public could ever be won over to allowing such French aggrandisement. At, and after, the 1919 Peace Conference, Mr. Lloyd George might have been speaking on behalf of that British public of ninety years before. He took it upon himself to say that such aggrandisement would upset the balance of the Continent, in addition to its being contrary to British interests.

Nor was Mr. Lloyd George any more yielding when the compromise of a buffer state was put forward. It is a fact that, racially and by ties of sympathy, there has long existed an unformed state which would comprise the peoples of the following: Alsace, part of Lorraine, the Saar, part of Luxembourg, the Palatinate, Hesse, the little principality of Birkenfeld, the Rhenish Provinces and part of Westphalia. But such a blending had been ruled out on industrial as well as international grounds, and, in fairness, let it be said that the more chauvinistic French were as against it as the British Premier, though for a different reason.

The difference over the Rhine produced this war. Because America fell out and, alone, the Britain of twenty-five years ago feared France's getting too strong, Poincaré took matters into his own hands by going into the Ruhr, richest coalfield in Europe and producing 80 per cent. of Germany's steel and iron-ore. His motive was twofold. He honestly expected to collect a good deal in reparations on the spot. And, with the Saar already in French hands, and the Poles in possession of the Silesian fields, he reckoned upon Germany becoming so dependent on France that the breaking-off of the Left Bank of the Rhine would become an immediate prospect, thanks to greatly-accrued French grip and prestige.

What actually supervened was that the mark dizzied from 80,000 to the pound to 112,000,000,000; Anglo-French relations became such that *Punch* showed British Cologne surrounded by French, as "John Bull's Other Island"; and the Germans never looked back, after Herriot had renounced winning security on the Rhine by accepting Locarno.

This cast-back is useful as stressing the change that has come over Anglo-French relations.



A BERLIN HOSPITAL IS REMOVED FROM THE CAPITAL BY BARGE : A number of the Berlin hospitals have been evacuated owing to the Allied air raids, which made it advisable to establish them in new quarters in more or less distant suburbs. In order to avoid transportation by rail, the hospital authorities equipped Red Cross barges with the necessary installations for the transfer of patients and hospital fittings. Here one is seen on the way to its new quarters

The projected new status of the Left Bank, and of the Ruhr, can hardly be considered apart from the proposal to bind more closely together the four Western and Colonial Powers: Britain, France, Holland and Belgium. All four are intimately concerned with developments in the Rhine basin. Here is a problem to tax the brains of the new Big Four: how these four lands, which clearly ought and want to be together, shall link together and become associated with the new exploitation of the Rhine Valley without promoting the charge that an anti-Soviet bloc is behind it. There is no question of merging national identities or of a single area of government. But, just as these countries intend moving domestically in approximately the same direction, so their foreign affairs, strategic defence, currencies, tariffs and economic production need to be reconciled as closely as possible. Now that Europe has well and truly entered the era of very long-distance attack, some such grouping is the most natural thing, and strategic bases should be used in common.

More than that, from just such a common usage might spring the solution of occupying Germany militarily from the west. There may be no need to keep even twelve divisions for twenty years on German soil. Let the Allies maintain joint bases at certain German ports and airfields, and with Germany's "war potential" cut off in the Ruhr, Saar and Silesia, and her laboratories watched, it may be unnecessary to suffer that most obnoxious experience of living for a generation in Germany.

Any fear that the French might again object to protracted British presence in the Rhine area is groundless. When it comes to forging a Franco-British Alliance, it will be found that one of the chief things the French will request will be a bigger and readier British appearance on the scene should Germany again get seriously out of hand.

Meanwhile, it is up to us not to miss any opportunity of contributing to French, Belgian and Dutch recovery, and, later, of getting in on the ground-floor on the Rhine, where the Nazis will leave the whole area as empty, chaotic and ruined as they can. It may need a Russo-British-American-French *condominium* to resurrect the Ruhr and run it harmoniously. As for the Left Bank of the Rhine, the major say there should slip only gradually to France from American and British hands.

A REVEALING PICTURE FROM BOMBED COLOGNE : The signs in this street indicate that the shops in the city are now in the basements, as the result of the heavy air attacks by the Allies. The famous Dom (or Cathedral) is seen in the right background

American opinion on a Western Association is as worthy of consideration as Russian, considering how the Americans are dying and bleeding on the western territory that it is proposed to remove from German control. Edward Riley, overseas head of General Motors, may not be close to Mr. Stettinius, but he speaks for an influential body of American opinion when he says that in sheer self-defence a first objective of American policy should be a strong Britain. "I would like to see Britain, with our support, take the lead in forming a free association with her Western European neighbours," says Mr. Riley, "establishing a common currency, integrating their defence measures, maintaining individual political sovereignty, but abolishing economic frontiers. A peaceful, stable and economically strong association of Western European nations would serve the interests of an industrious, peaceful Russia to the east, just as it would serve the interests of an industrious, peaceful America to the west."

Far from this Western Association being born of anxiety about Russia, it would reach out to the Soviet from Norway and across Germany.

Having been the principal agent in putting France on her feet, Britain cannot afford to miss this Rhine bus, which is unlikely to return.

THE DE HAVILLAND MOSQUITO HIGH-ALTITUDE BOMBER, which carries the 4,000-lb. "blockbuster" bombs to Germany—an impression of the twin-engined aircraft during a recent flight over Britain

NEW PICTURES of the "BLOCKBUSTER" MOSQUITO

Now Bombing Berlin and German Industrial Targets

—Pictures by C. E. Brown

Since its first appearance with the R.A.F., the Mosquito has undergone many modifications in a variety of roles—fighter, night-fighter, "intruder," bomber, photographic reconnaissance, etc. The new pictures by Mr. Charles E. Brown given here show the XVI version, the high-altitude "blockbuster" bomber. This is the type mostly used for the consistent night bombing of Berlin and German industrial targets. In three years, the Mosquito has been stepped up from a load of 1,000 lb. to 4,000 lb., plus long-range wing-tanks and considerable equipment. To accommodate the large "cookie" the only increase of drag is a slight swelling of the under-fuselage—which is, however, only just visible in some views. Despite this, and despite the large, jettisonable, extra petrol tanks and the extra intakes of the double, supercharged Merlin engines, it is still one of the fastest versions of the whole Mosquito range. High speed and high cruising altitude maintain this British aircraft as the bomber with by far the lowest casualty rate in service in this war. As most of our readers know, a large part of the Mosquito's construction is composed of wood

THE MOSQUITO IN A VERY STEEP TURN, demonstrating the extreme manœuvrability of this fine British aeroplane, despite its two very powerful engines which do not permit aerobatics on the Spitfire scale

A HEAD-ON VIEW, showing the fine balanced lines of the Mosquito in straight and level flight. The "blockbuster" is carried in the totally-enclosed bomb-bay in the "belly" of the fuselage, and thus drag is not increased

The CAMPAIGN Against the JAPS in the PACIFIC

Scenes During the Naval Battles Off the Philippines

One of the big naval actions of the war took place between the American and Japanese fleets in the Philippines on October 23-24, when the Japs received a severe beating and suffered the loss of a number of big vessels—amongst which were the carrier seen on the left and the cruiser seen in the two lower pictures on the facing page. Since then, naval and air action throughout the Islands has been continuous, with the fortunes of war decisively in favour of the Americans.

Supported by strong naval concentrations, the aircraft of the U.S. Navy have been hitting hard at any Jap unit venturing out of harbour. In return, Jap planes have been attempting to stop the work of reinforcing the American troops on Leyte, but their "strikes" have met with only a limited success so far.

A JAPANESE CARRIER MANŒUVRES VIOLENTLY TO ESCAPE FURTHER BOMBS from aircraft of the American Pacific Fleet, after some had already hit her flight deck. To-day she lies in the waters off Luzon, in the Philippines, where she was sunk on October 24. Smoke is pouring from the vessel's side stacks and apparently from her lower decks as well

A JAP ISLAND IN THE KAZANS IS BOMBED BY B-24 LIBERATORS: The air-strip on Iwo Jima (or Volcano Island) is here being attacked, together with supply dumps and gun positions. This raid was carried out on October 14. None of the attacking American aircraft were hit, although they were opposed by eight Japanese fighters. Iwo Jima lies only 650 miles to the south of Tokyo: it is one of the advanced island air bases from which the Japs had hoped to block the American advance to the Philippines, Formosa and beyond

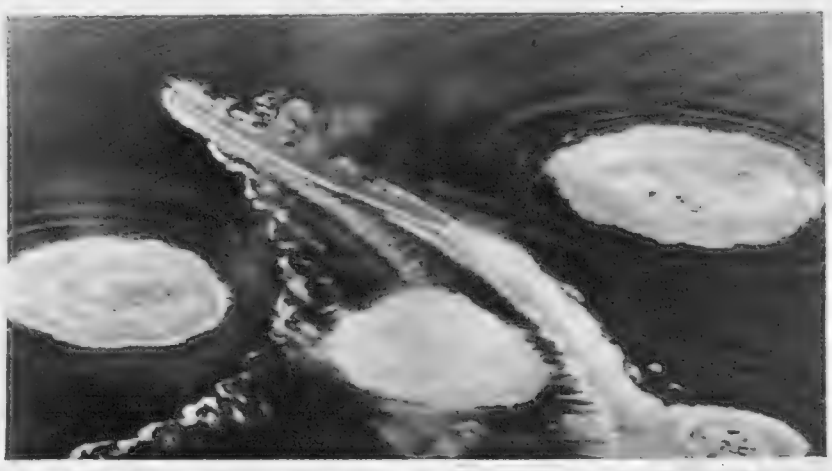
CATALINAS TO THE RESCUE: A DARING SEA RESCUE OPERATION carried out during an American attack on Japanese shipping in Ormoc Gulf, Leyte Island, when Catalina aircraft saved an American destroyer's crew—*Drawing by Wm. McDowell*

Catalina flying-boats carried out one of the most daring sea rescue operations of the war when U.S. destroyers swept into Ormoc Gulf, Leyte, to attack Japanese shipping there. The U.S. destroyers actually penetrated into Ormoc Harbour and sank one destroyer and damaged another. Japanese aeroplanes immediately rose to ward off this daring attack, and one of the U.S. ships was fatally hit, either by a floating mine or air torpedo. Then the Catalinas were called in. Skimming low over the water, the big flying-boats touched-down under the very noses of Japanese shore batteries, which blasted away at them and the U.S. ships. But they were untouched: the seamen were hurriedly packed on board the capacious aircraft, and the Catalinas managed to get the majority of the destroyer's crew away to safety. Six Japanese aeroplanes were shot down in this encounter, and two more probably destroyed

P.T. BOATS IN ACTION IN THE PHILIPPINES: These fast fighting craft add their fire-power to that of other U.S. craft in fighting off a Japanese air "strike" at Leyte Gulf during the American invasion operations. Three bomb explosions can be seen throwing up geysers in the background, while American anti-aircraft fire makes the sky uncomfortable for the raiders. The Liberty ship in the background was subsequently hit by a Jap plane, which was then shot down

A ROCKET SHIP POUNDS AWAY AT THE JAPS ON LEYTE: Veiled in smoke, the vessel is taking part in the thunderous bombardment which preceded the landings of the Army troops on October 20 (A-Day), when ships and carrier-based aircraft of Admiral Kincaid's Seventh Fleet laid down a swath of explosives and gunfire to clear the beaches of Leyte Island of the enemy. Note the barrage of rocket projectiles hurtling through the air in the left hand of this picture

A JAP CRUISER LEAVES A FRANTIC WAKE as she dashes about Manila Bay in a vain effort to escape the rain of bombs from carrier-based planes of the U.S. Navy during the "strike" on November 5. Shortly after this picture was taken the Jap cruiser was sent to the bottom



THE SAME VESSEL TWISTS AND TURNS IN THE EFFORT TO ESCAPE DESTRUCTION: The circular blotches mark near-hits from the American aircraft. Smoke from the vessel's anti-aircraft guns hovers over the cruiser's superstructure as she tries to beat off her attackers

THE STRANGE APPEARANCE OF THE FORWARD PART OF THE LATEST TYPE OF AMERICAN BATTLESHIP—The bow of the giant U.S.S. "Missouri," with a huge eye and ears under a circular anti-aircraft platform—*Drawing by Wm. McDowell*

NEW PICTURES OF NAVAL INTEREST

From the British and American Fleets

—With Some New Types of Vessels Now Being Used in the Sea War

The *Missouri* is one of the six 45,000-ton (52,600 full load) battleships of the Iowa class. She was laid down in the New York Navy Yard in January 1941 and completed in 1944. It is understood that she has already seen service in the Pacific. Her overall length is 880 ft., with a beam of 108 ft.; she is armed with nine 16-in. guns and a host of smaller weapons, and her cost was over 92,000,000 dollars. (A photograph of this huge vessel was published in THE SPHERE of December 9.)

The strange shape of her bow clearly shows the growing tendency to increase the "sheer" of modern warships. The reason is simple and sound. With the increase in the speeds attained by the latest vessels of all classes, a ship with a normal and almost flat forecastle is liable to "wet her head" in a big sea, and particularly when she meets head seas. In other words, she may bury her bows in a wave which, as she rises again, carries tons of water aft; in spite of the breakwater which is usually fitted across the forecastle deck, this sometimes does damage to the deck structures.

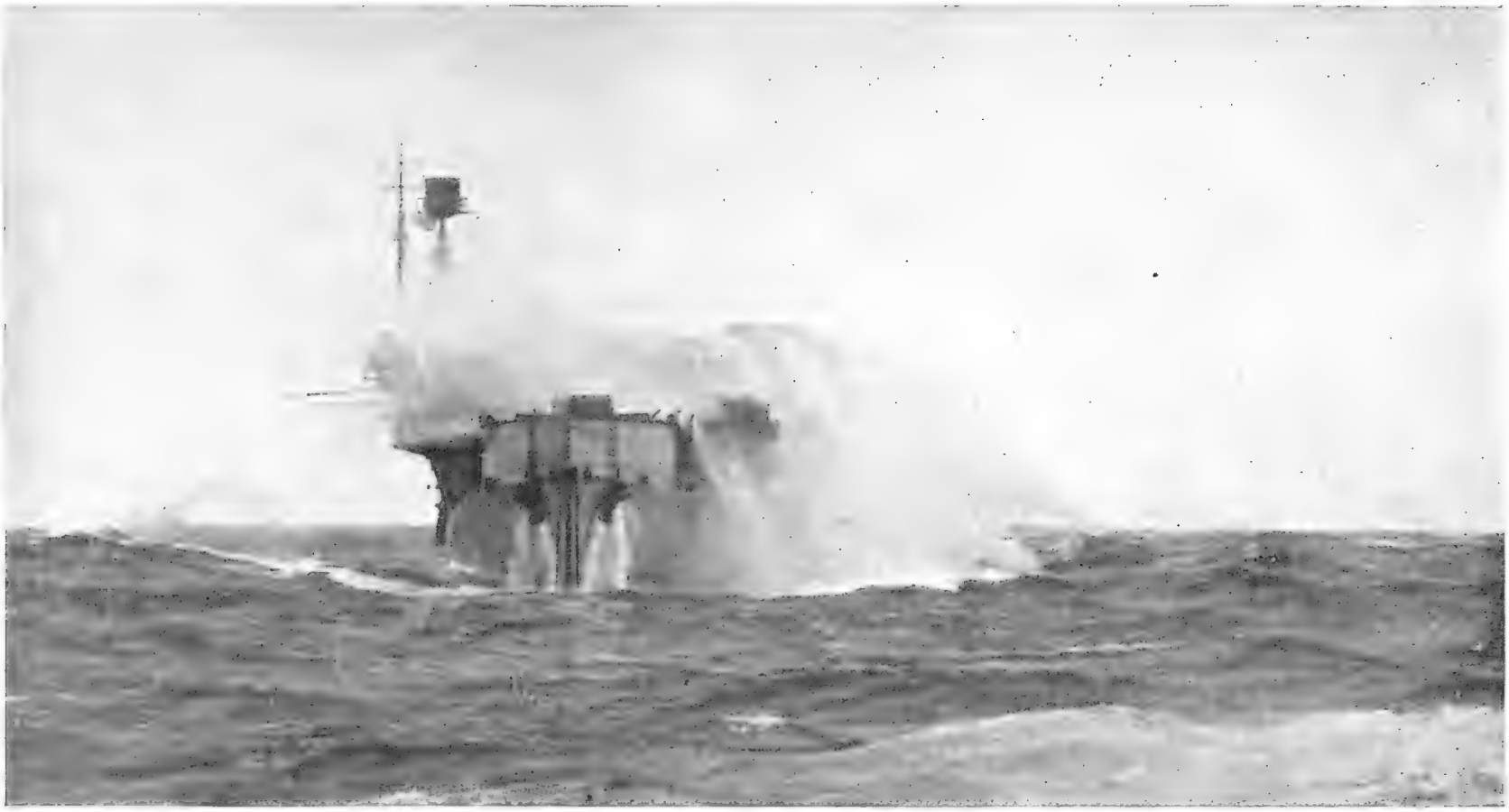
A bow such as the *Missouri's* prevents this from happening. Even when the ship buries her bow deeply (as in the case of the vessel seen in the background of this view) the forecastle deck remains comparatively dry, while, at the same time, the extra buoyancy given by the bulbous bows helps the vessel to rise quickly, as well as affording a big working space for the massive anchors and gear required in such a big ship.

The *Missouri* appears to be more than usually well-equipped with anti-aircraft guns, in addition to her heavy armament of 16-in. guns. When stern on, the great battleship presents the curious illusion of possessing a huge eye, with ears at each side under a beetling brow! Most of the vessels of this Iowa class have been reported at various times to have been in action with the U.S. Pacific Fleet against the Japs.

THE NEW "ATTACK LANDING SHIP": The U.S.S. "Burleigh," just launched, is capable of taking her own part. She can transport more than 2,000 fighting men, and carries her own landing craft. The ship is relatively heavily armed and can support invading units with effective fire-power

THE FIRST PICTURE OF A NEW AND HITHERTO SECRET LANDING SHIP: Taken during a trial run from the Federal Shipyard at Port Newark, this picture is the first to be released by the U.S. Navy of a new L.S.M. (Medium Landing Ship), the "253." It is the first of about thirty vessels of this type to be sent to the Pacific from this one yard. The L.S.M. is 203 ft. long, faster than previous types of landing vessels and very manœuvrable

A HELICOPTER TAKES-OFF FROM A COMBAT CUTTER: This was a demonstration flight to show how helicopters can operate from cramped quarters and assist in air-sea rescue operations. The Sikorsky aircraft was piloted by an Ensign from the Coast Guard air station in Brooklyn



BRITAIN'S EARLIEST AND OLDEST AIRCRAFT-CARRIER, "FURIOUS," taking a huge wave over the flight deck when ploughing through heavy seas

Furious was originally launched in August 1916: work on her had begun in June 1915, but prior to completion her forward 18-in. turret was suppressed and replaced by a forward flight deck. Between November 1917 and March 1918, she was rebuilt as an aircraft-carrier. During her reconstruction the flight deck was extended, entailing the removal of her mainmast. She underwent a refit and alteration at Rosyth and Devonport during the years 1921-1925, after which her appearance was completely altered; early in 1939 the present mast and superstructure were added on the starboard side of the flight deck. Including the cost of alterations, this ship is said to have absorbed over £6,000,000. *Furious* is a vessel of 22,450 tons: her complement is 748, but with R.A.F. personnel the figure is increased to 1,200. She carries twelve 4·5 dual-purpose, and a number of smaller, guns

THE BRITISH CRUISER "NORFOLK" REFUELS THE AMERICAN DESTROYER "WAINWRIGHT" WHILE ON CONVOY DUTIES IN NORTHERN WATERS: The hose has been connected and the delicate process of transferring the fuel is proceeding as the two ships maintain parallel courses

In the Atlantic, as in many other parts of the world, the vessels of the British and American Navies often work in the closest co-operation, and they frequently take part in operations such as that depicted above. A destroyer, obviously, cannot carry great stores of fuel, and it may be necessary, on occasion, to help her out from the greater supplies carried on board the cruisers. The task of refuelling at sea, with both vessels under way and maintaining parallel courses, is a ticklish one calling for great seamanship. *Norfolk* is a vessel of 9,925 tons, armed with 8-in. guns, and completed in June 1930: her speed is 32½ knots. The American destroyer No. 419 is the *Wainwright*, a vessel of 1,570 tons and a speed of 36½ knots: she is one of the Anderson class, completed in 1940. She is capable of carrying 600 tons of oil fuel. Her cost to the American nation was 7,000 000 dollars

Pictures from Italy AFTER the FALL of RAVENNA and FAENZA

A brilliant outflanking movement by Canadian troops of the Eighth Army left the Germans in Ravenna with the choice of retreating or being trapped. They chose to retreat, and Canadians of the Princess Louise Dragoon Guards entered the town from the north on December 4 as the 27th Lancers entered from the south. This important railway town was not badly damaged, although the Germans had left behind many mines, the location of which had, however, been marked by partisan troops.

On December 17 it was further announced that Faenza had been captured by New Zealand troops under the command of General Freyberg, V.C. The battle for this important town began on the 15th, when the New Zealanders decisively defeated the 90th Panzer Grenadiers. They have now advanced further towards Bologna.

THE ENTRY INTO RAVENNA : Just outside the town, by the ford across the River Lamone, sappers are working hard to erect a trestle bridge so that the main body of troops could go forward. As usual, the Germans had destroyed the existing bridge to delay the advancing units of the Eighth Army as long as possible and at as awkward a point as possible

BEFORE THE TROOPS COULD ENTER RAVENNA big traffic blocks occurred along the road. The Commander of the Fifth Corps, Lieut.-General C. F. Keightley, was amongst those delayed in the long line of traffic

CROSSING THE FIUMI UNITI : Jeeps, men and supplies are ferried across whilst a new bridge is being constructed by the Royal Engineers to replace the one completely demolished by the Germans

THE ACTUAL ENTRY INTO THE TOWN was made shortly before noon on December 4. All the Germans had withdrawn after carefully destroying all the bridges, blowing up all the modern buildings and mining every street. Very few of the citizens had dared to venture out into the open

NEW ZEALAND TROOPS OF THE EIGHTH ARMY ENTER FAENZA ON DECEMBER 16: The Germans had defended the town very fiercely during the previous few days, holding up all efforts to advance. The New Zealanders are here seen passing through the badly-damaged outskirts on their way into the heart of the town

ANOTHER PICTURE OF THE ENTRY INTO FAENZA: After brilliant operations in which General Freyberg's Division played the chief part, Faenza was reached and passed by the New Zealanders, who straight way advanced another three miles on the road towards Bologna. Five hundred and fifty prisoners were taken in twenty-four hours

THE FIRST OBSTACLE ON THE ROAD TO RAVENNA AND FAENZA: The trestle bridge over the Uniti just before the South Africans began to rebuild it. For several days bad weather prevented any advance south-west of Faenza, and the time was spent in preparing the roads—mostly mere country tracks—for an attack across the River Lamone. On the night of December 3-4, this was made by British troops, who soon secured a good bridgehead. Sappers then prepared a ford, and also erected a trestle bridge over the river to allow armour and artillery to cross in support

ON THE FIFTH ARMY FRONT: The drive from the south towards Imola and Bologna: After British troops had captured Monte Penzola, on the mountainous lateral road to Imola, a smoke-screen had to be laid from dawn to dusk over a valley under enemy fire to mask the activities of Allied guns of all calibres, as this area was within easy range of German observation posts

REPAIRING A FIFTH ARMY SUPPLY ROUTE: Motor transport is held up while the road is repaired, but mule-trains take urgent supplies through. After several days of torrential rain, one of the main Fifth Army supply roads became almost impassable, and early one morning a complete section collapsed. Maintenance crews and R.E.s were rushed to the spot and worked throughout the day in pouring rain, handicapped by thick mud, in an attempt to reopen the road by nightfall. Mule-teams are here seen passing the waiting transport, some of which became bogged as the day wore on

EVACUATION OF FIFTH ARMY CASUALTIES: A stretcher-case being pulled across a river by cable-way: When Guardsmen of the Fifth Army recently attacked German mountain positions, the evacuation of casualties proved very difficult owing to the lack of roads or tracks. To avoid hours of stretcher-bearing, the Assistant Director of Medical Services of the Sixth Armoured Division had an aerial cable-way erected over the Santerno River by the demolished bridge. The casualties were brought to the river by jeep and transferred via the cable-way to an ambulance on the other side. The cable-way was in full view of the enemy some 3,000 yards away, and worked under the protection of the Red Cross flag

BATTLE PICTURES from GERMANY

Scenes as the Allied Armies Push Forward Towards the "West Wall"

—Depicted by Sphere Artists

During recent weeks, we have been hearing of shell "shortages" in the U.S. Armies on the Western Front, and General Eisenhower has been appealing to American munition workers to speed up supplies. The reason for this is not far to seek: in the "positional" warfare along certain sectors, the artillery have settled down to a slugging match, and the consumption of shells has gone up enormously—especially when compared with the days of rapid movement through France, when tanks and infantry bore the brunt of the fighting with the artillery coming up behind.

During the present operations on the borders of Germany, a truly phenomenal amount of shells have been hurled at the enemy. Six million rounds a month means, according to General Eisenhower, 5,000 lb. of ammunition a minute. Since D-Day, up to the beginning of December, the Americans alone have fired off nearly 4,500,000 rounds of 105-mm. shells, 1,250,000 rounds of 155's and 3,500,000 rounds of mortar shells.

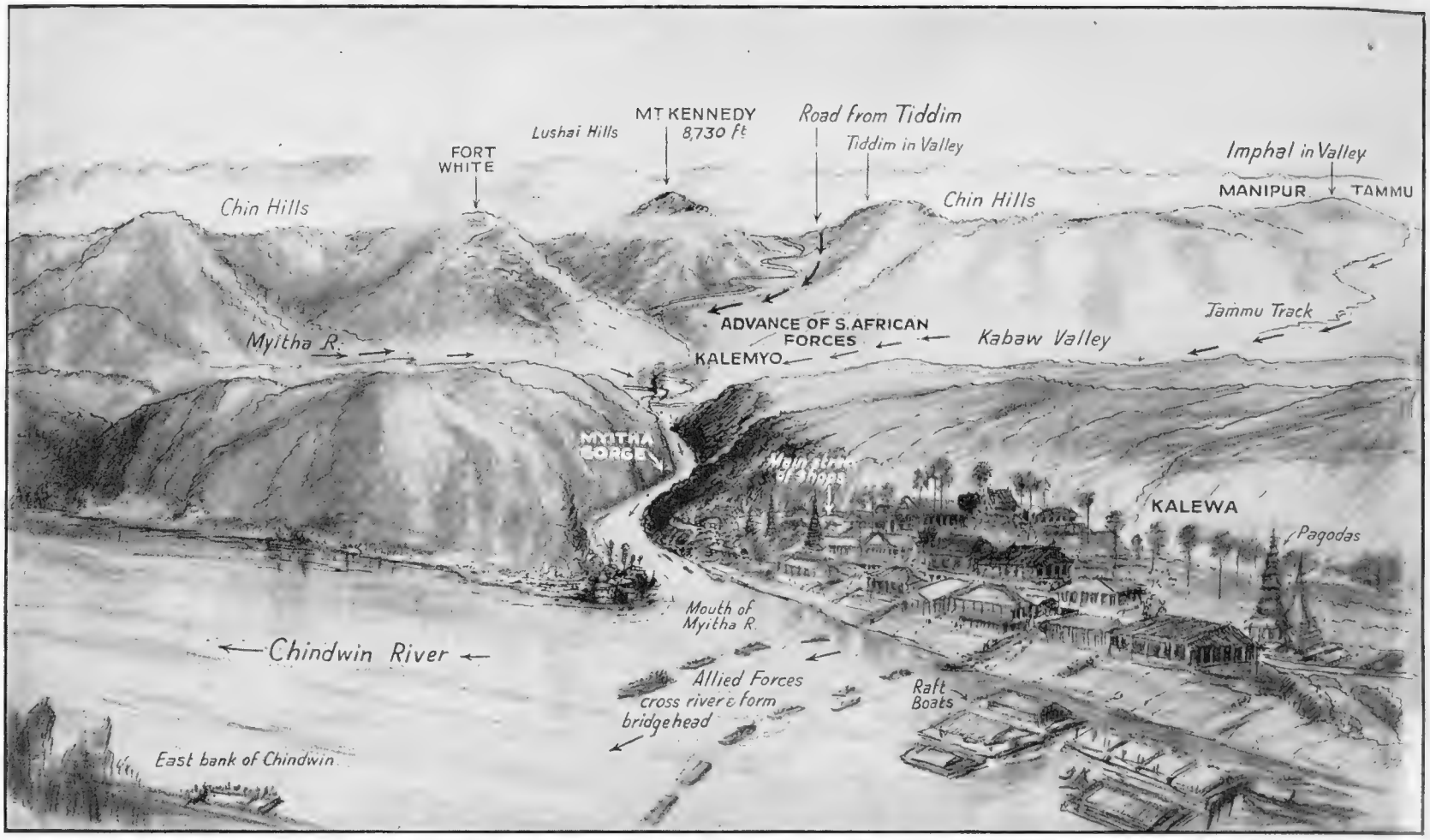
THE ALLIED NEED FOR SHELLS ON THE WESTERN FRONT IS INCREASING: Sometimes a barrage may be put down by as many as 1,000 guns firing in concert. These would fire more than 20 tons of shells a minute for more than an hour. Here is an impression of battery fire by field-pieces amid the mud and slush of the American First Army's front—*Drawing by W. G. Whitaker*

ON THE U.S. NINTH ARMY'S SECTOR IN FRONT OF COLOGNE: A tank destroyer dug in behind the ridge of a hill pounds the German town of Julich with 90-mm. shells. At the same moment, Ninth Air Force planes were dive-bombing and strafing the same target. Note the piles of shells at the side of the tank ready for instant use

THE WEATHER CONDITIONS ON THE AIRFIELDS OF HOLLAND AND BELGIUM HAVE BEEN APPALLING : Rain and snow and floods have all had their effect on flying operations along the Western Front. Especially on the advanced airfields just behind the lines used by the fighter-bombers (which have only make-shift air-strips) the wintry conditions have doubled the work of all flying personnel and ground staffs—*Drawing by Roland Davies*

Below—**THE CROSSING OF THE RIVER SAAR : Swollen rivers have confronted the Allies on the borders of Germany just as in Italy. Here is the scene near Saarlouis, as American engineers were swept away by the rushing waters whilst attempting to erect a pontoon-bridge during the worst weather in France for eighty years**—*Drawing by W. G. Whitaker*

All Saarlouis (or Saarlautern) is now in American hands, and the infantry of General Patton's Third Army are fighting in the outer defences of the Siegfried Line to the north-east of the town. But the capture of Saarlouis was not easy. In front of it flows the Saar River, a formidable natural barrier which had to be crossed during the worst weather which France has experienced for eighty years. Bridges were swept away as they were built: timber and planking swirled away downstream on the torrent which flooded the banks. Engineers worked waist-deep in water, lost their hold and disappeared into the turmoil of rushing muddy water. In this drawing, the town on the far bank is half in flames as the result of artillery fire: from left to right runs the railway to Saarbrücken; and in the background is the line of wooded hills, overlooking the Saar River and dominating the whole countryside, on which the enemy's artillery was posted during the operations



THE SUCCESSFUL BRITISH ADVANCE FROM TIDDIM TO THE JAPANESE BASE OF KALEWA, on the Chindwin River : A view which shows the line of march through the dense Burmese jungle and how the river was crossed for the establishment of a bridgehead on its far side. The viewpoint is above the east bank of the wide Chindwin, looking towards the Chin Hills, dominated by Mount Kennedy (8,730 ft.)—*Drawing by Percy Home*

THE END OF THE MONSOON IN BURMA

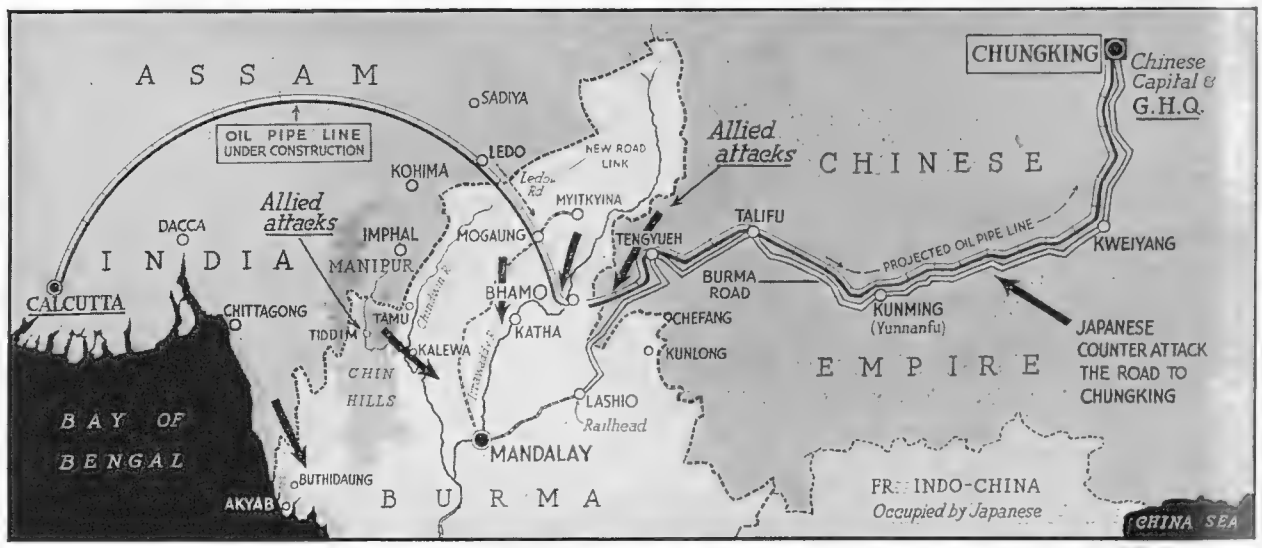
And the British Thrust through Kalewa towards Mandalay

With the passing of the monsoon, active operations recommenced in Burma. By the middle of October the monsoon slackened, and the "Chocolate Staircase" was reached, that 3,000-ft. height on the Tiddim Road, which is negotiated by endless hairpin bends. With the capture of Tiddim on October 19, the important Imphal Road was cleared of the enemy. Beyond Tiddim, in the direction of the Chindwin River and Kalewa, lay Kennedy Peak, nearly 9,000-ft. high, described as a natural road-block of impregnable character, strongly held by the Japanese troops. But the Indians were not dismayed at such an obstacle, storming their way through the enemy's defence to occupy the peak on November 7.

In Northern Burma, the enforced lull of the monsoon at Myitkyina was broken at the end of October, when the British 36th Division started on the road to Mandalay, going by what is known as the "railway corridor" from Mogaung towards Katha. The 36th British Division under General Festing reached Mawlu on November 2, having marched through open paddy-fields and through thick jungles to the damaged town. The British 36th Division had covered 100 miles in thirty days as they proceeded down the corridor, whose railway is an engineering triumph.

Bhamo became thoroughly surrounded by the Chinese troops, who had captured Momauk on November 11 (eight miles to the east of the city) and had gradually worked round it. Every way of escape became cut, and the Japanese garrison knew they were doomed to hold on without hope of succour.

Meanwhile, the 5th Indian Division on the Tiddim Road, in the summit ridge area of the Chin Hills, had captured Fort White, another of the enemy strongholds, after two days' hard fighting. An East African force was working down the Kabaw Valley, which runs north and south parallel with the main Chin Hill ridge, surprising the Japs by their speed, forcing them to retreat from well-protected road-blocks. The East Africans had been in action since August, enduring the monsoon, which at times had cut off supplies.



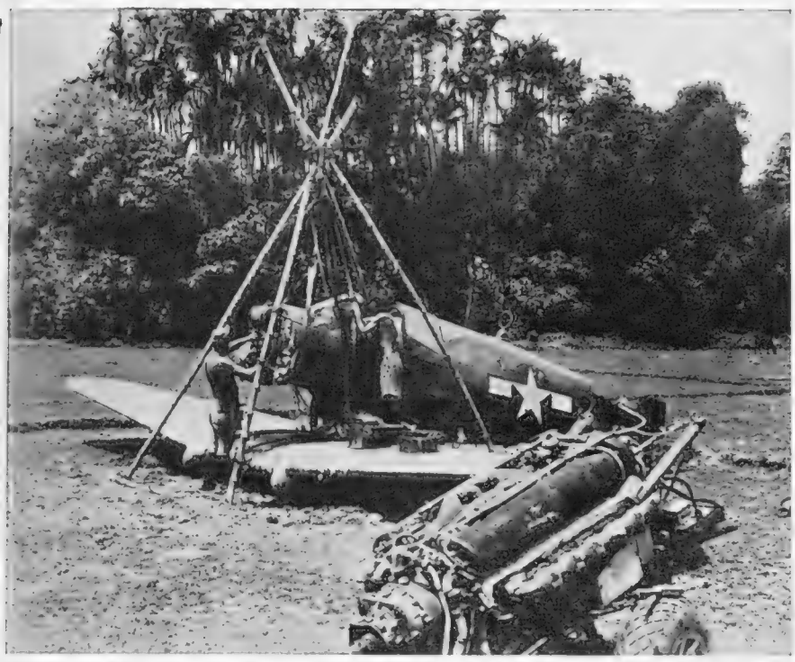
THE JAPANESE THREAT TO THE CHUNGKING ROAD, THE EXTENSION OF THE FAMOUS BURMA HIGHWAY, which has now been checked. Had the thrust by way of Kunming-Kweiyang proved successful, the Japs would have cut both Road and pipe-line and would thus have negatived the recent British efforts in Northern Burma. Meanwhile, the push of the Fourteenth Army towards Mandalay continues

They now advanced from Tammu to Mawlaik, north of Kalewa, and linked up with the Indian forces on November 15, joining in the great drive against the enemy, who were being forced towards the Kalewa Defile. On November 16 Kalemyo was occupied and the road lay open for pressing the Japanese back to their base at Kalewa. The route lay through the Myitha Gorge, along a road littered with Japanese war material. The last two miles were free from any enemy opposition, and the troops "cake-walked" into Kalewa. The defeat of the Japanese in the Chin Hills was complete.

Four main Allied Army groups are now advancing towards Mandalay, the Burma-China transport centre on the Irrawaddy River. The 5th Indian Division has advanced from Imphal to Kalewa, the objective of the East African Division pushing down from the north. The 36th British Division has advanced from Mogaung, via Mawlu, to Pinwe, from whence a railway runs down to Mandalay. At the same time, Chinese troops under the American General Weidermeyer and General Sultan are driving on to the Burma Road from the north and north-east

THE DRIVE BY THE 36TH BRITISH DIVISION TO REOPEN THE BURMA ROAD : From left to right here are seen : Major-General F. W. Festing, D.S.O. (commanding the 36th Division); Lieut.-Colonel T. W. Dupuy (American Liaison for Chinese Artillery); a British Brigadier; and Sir Ronald Cross (British High Commissioner in Australia). This picture was taken on the railroad just north of Mawlu, where Sir Ronald was inspecting forward positions

BRITISH AND WEST AFRICAN TROOPS TAKE A BURMA VILLAGE: An aircraft drops supplies to them at Mowdok after the operation. In their drive forward down the Pi Chaung and Kaladan Valleys on the Arakan Front, British and West African troops of the 81st Division have advanced more than 50 miles in forty days, through some of the toughest jungle in South Burma, to take the little village of Mowdok at the foot of "Frontier Hill." Behind the little army of occupation came R.A.F. aircraft, directed by radio, dropping supplies of food and equipment to the advancing troops



SALVAGE IN A BURMA RICE PADDY: Crashed aeroplanes do not stay long in the rice paddies of India or Burma. Reclamation crews of the Air Service Command seek them out, disassemble them and put them back into good repair at jungle service centres. Here is a typical scene, showing mechanics working with crude hoists to take apart a crashed P40

HOW THE FOURTEENTH ARMY GETS ITS SUPPLIES: British troops advancing through a jungle stream on the way up to the fighting zone. The supply problem is one of the most acute in the Fourteenth Army's great offensive against the Japanese in Burma. Food, ammunition and medical supplies have to be brought by mule train over trackless jungle, up and down mountain peaks and through fast-running streams. Water must be passed from hand to hand from the few available springs, and gun batteries have to be manhandled into position in many places where wheeled transport cannot go and even mules do not venture

BOMBS AND LEAFLETS ARE DROPPED ON TO A BURMA TARGET: R.A.F. Liberators of the Strategic Air Force recently made a daylight attack on the important Japanese-held railway station at Pak Nam Phan. Military installations were hit and many fires were left burning. After dropping high explosive and incendiary bombs, some of the aircraft then showered leaflets on the town

R.A.F. HURRI-BOMBERS BEING MADE READY ON A FORWARD AIR-STRIP: Creating great havoc and destruction along the Jap-operated roads, railways, river camps and front-line positions, Hurricanes of the Eastern Air Command are operating from forward air-strips just behind the front-line troops. Every day they are striking with power and precision at enemy targets

A GUN IS BEING MANHANDLED INTO POSITION AMID THE JUNGLE. In some places it has been found impossible to employ even the mule for such work as this, so dense is the jungle growth

BOMBING THE V 2 SITES

And Other Flying Pictures

On November 20 heavy bombers of the American Fifteenth Air Force, flying from bases in Italy, attacked German oil refineries at Blechhammer in Upper Silesia. This was part of a big daylight offensive carried out against the vital supplies of the enemy. During the course of the raid, this dramatic picture was taken. Clouds of smoke are seen to be trailing from the stricken Liberator as it turned over on to its back after having received a direct hit, and the bombs are spilling out of the bays as one wing drops away. The plane had just made its bomb-run over the target when it was sent down. None of the crew were accounted for. The Liberator just ahead, however, was undamaged and proceeded on its mission.

As a commentary on such losses as these, Lieut.-General Eaker recently said that when the Allied air attacks on Ploesti began, the Germans were getting 25,000 tons of petroleum products daily from there: when the attacks ended, production had been cut to 3,505 tons. But this had only been achieved at a loss to the U.S. of 350 bombers and more than 1,400 flying personnel.

A LIBERATOR BREAKS UP AFTER A DIRECT HIT OVER GERMANY: A tragedy of the War in the Air when an American heavy bomber was caught in a heavy flak belt as it was making a bomb-run over Blechhammer, in Germany. The bombs are seen tumbling out from the bays as the aircraft broke in two. The members of the crew have not been accounted for

OVER THE AEGEAN: A GERMAN TRANSPORT, A JU. 52, IS SHOT DOWN BY BRITISH FIGHTERS whilst trying to relieve the beleaguered German garrisons amongst the Greek islands—*Drawing by Roland Davies*

With the liberation of Greece, and with increased air pressure throughout the Balkans, the German retention of the Aegean Islands has become increasingly impossible. Islands which had been heavily fortified had to be given up: Santorin, Lemnos, Scarpanto and Chios have been re-occupied by the Allies; and with the practically complete naval domination of Greek waters, a large number of enemy garrisons have been cut off from their bases at a time when Salonika, the chief enemy port in the Balkans, had to be abandoned. The only way of rescuing these beleaguered island garrisons has been by carrier planes. This the Germans have been trying to carry out with Ju 52 transports, but the Allied Air Forces have been taking a steady toll of those which have been attempting to run the gauntlet

THE V 2 SITES (*Two drawings on right:* As previously stated in this journal, the R.A.F. are now carrying out a number of attacks on V 2 erection and launching sites in enemy-occupied Holland. The upper drawing on the facing page illustrates one such assault, carried out by Australian-manned Spitfire fighter-bombers. Diving from 8,000 ft. in difficult weather conditions, the formation leader placed his bombs with pinpoint accuracy. "The site looked just like the illustrations that have appeared in the Press," one pilot said. "It had probably only recently been erected in readiness for firing. Our target was a V 2 storage, erection and launching site, and there was a lot of cloud about when we finally located it in a clearing in the woods. After we had bombed we made a ground strafing attack on the target."

The drawing on the immediate right illustrates what happened to Squadron Leader Lambert, of Birmingham, the pilot of an aircraft over Holland a few days ago. "We knew there was a V 2 site around, but did not know exactly where," he said. "Suddenly, from directly below, there was a terrific explosion and a great cloud of black smoke." He then discovered that he was flying at 5,000 ft. directly above a launching site, and that the Germans had just sent off one of the rockets: it hurtled past the Typhoon only 30 yards away.

THE R.A.F. BOMB THE V 2 SITES IN HOLLAND: SPITFIRES DIVING ON TO A GERMAN BASE, SUPPLY DEPOT AND CONTROL POINT. The attack was carried out from 8,000 ft. in difficult weather conditions, the enemy base being located in a clearing in the woods: after the bombing, a ground strafing attack was then carried out with cannon-fire—*Drawing by Roland Davies* (See notes below at left)

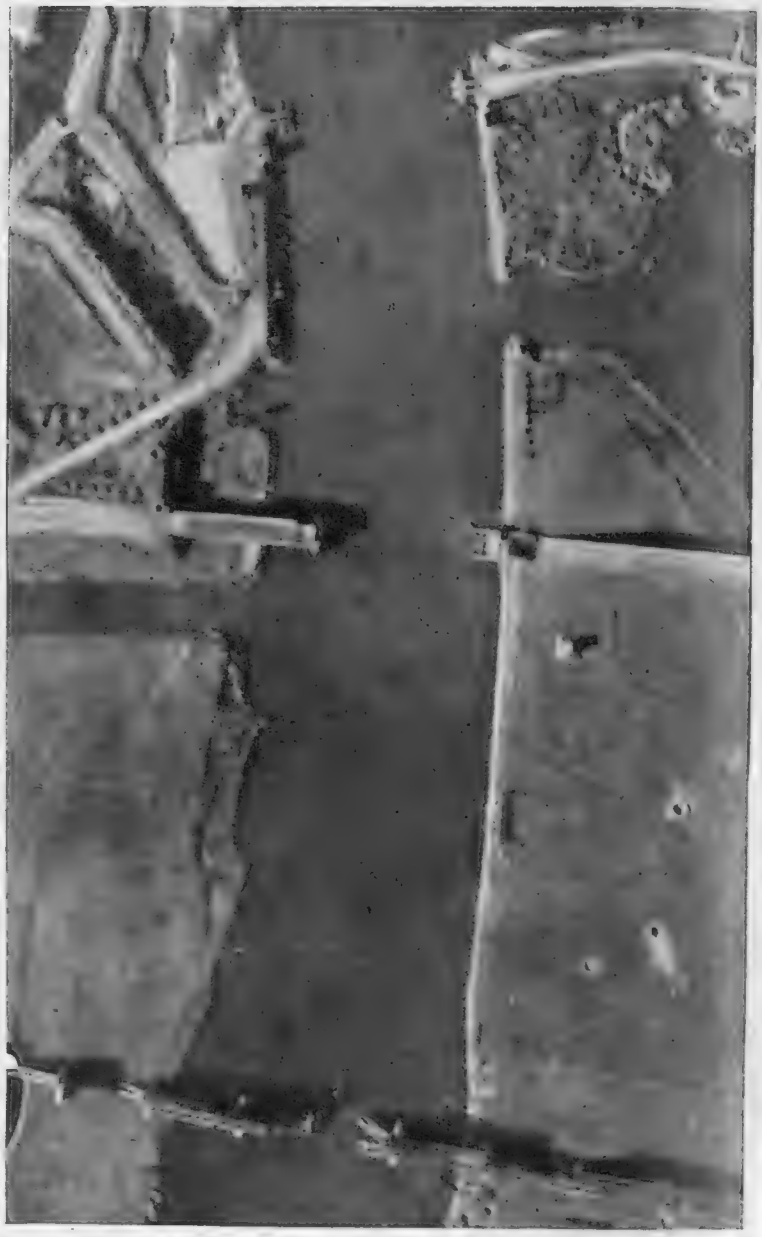
A VERY CLOSE GLIMPSE OF A V 2 IN MID-AIR: A TYPHOON PILOT, FLYING AT 5,000 FT. OVER AN ENEMY BASE, watches a rocket-shell hurtle past only 30 yards away. "From directly below there was a terrific explosion and a great cloud of black smoke," said the pilot. Having thus discovered the site of the German base, he then wheeled over and attacked it—*Drawing by Roland Davies*

PICTURES FROM MANY QUARTERS

Showing Wartime, and Other, Activities from Different Regions, Far and Near

A ROYAL WEDDING IN SEVILLE: Prince Dom Pedro of Orleans and Braganza and his bride, Princess Dona Maria da Esperanza de Bourbon and Orleans. All Seville turned out to attend the Royal wedding which took place there on December 18 in brilliant sunshine between Dom Pedro, grandson of the first Emperor of Brazil, and Princess Dona Maria. The ceremony was performed by Cardinal Segura in Seville Cathedral. Two hundred men and women of blood royal went to Spain for the event, including the Comte de Paris (the French Pretender) and the Count de Barcelona (the claimant to the Spanish Throne)

BALKAN AIR FORCE BEAUFIGHTERS FIRE GERMAN-OCCUPIED BARRACKS IN YUGOSLAVIA: Rockets from one of the attacking aircraft on their way to the target. South African Air Force squadrons of rocket-firing Beaufighters attacked a big German-occupied barracks at Bjelovar, fifty miles east of Zagreb, recently. One formation claimed sixty-six hits in the barracks area, and another formation claimed sixty. One of the South African observers said: "It is very bleak-looking among the mountains of Yugoslavia now. All the slopes and the trees are covered with snow, and it was almost at freezing-point in the Beaufighters. I was in the second formation. The squadron leading us had done their bombing so well that the barracks area was already covered with smoke and dust. We piled our rockets on, and some of the buildings lost their roofs"



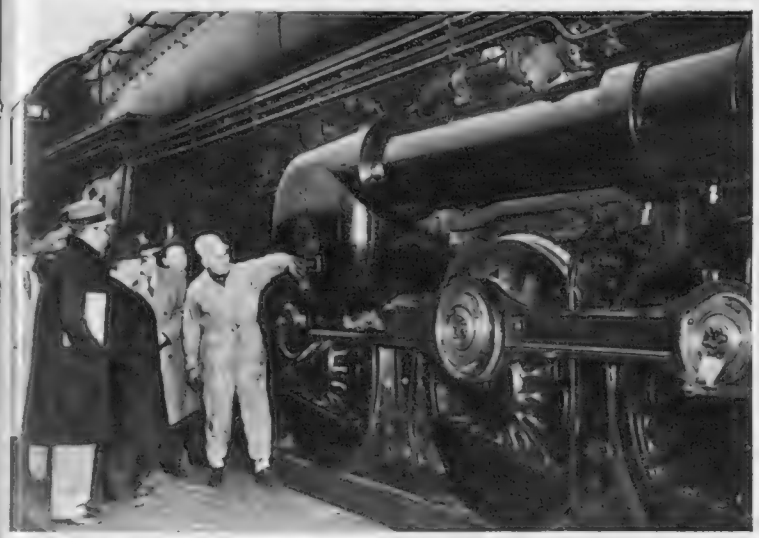
THEY BOMBED BLIND—AND HIT THE TARGET: The road bridge, which was the objective, is in the centre: below is the damaged and impassable rail bridge; while above is the broken pontoon. Before taking off to bomb the road bridge over the River Maas at Hedel, in Holland, recently, the crews of R.A.F. Mitchell squadrons were told there would be a lot of cloud over the target—and that, in fact, they might not be able to see it. The actual cloud conditions were eight- to nine-tenths cloud, so the leading aircraft bombed on instruments, the others bombing with them. Reconnaissance later found that the attack had been a great success

A BERLIN AIRFIELD IS UNDER ATTACK: U.S. Eighth Air Force heavy bombers dropping concentrations of high-explosive bombs on the hangar area of an airfield in the Berlin suburb of Tegel on December 5. In addition to this target, B.17 Flying Fortresses and B.24 Liberators (more than 550 strong) dropped heavy bomb loads on industrial targets in the Berlin area and on railway yards at Munster

DIRECTING CHINA'S WAR EFFORT: This picture, showing Marshal Chiang Kai-shek with his troops, is one of the most recent of the man who has directed the destinies of China for the past eighteen years. He is now devoting all his energies to war tasks, leaving his brother-in-law, Mr. Soong (Mme. Chiang's brother) to attend to internal political matters

BRIGADIER DAVEY IN ALBANIA (on left), with a Commando officer, after the landing of British troops in the autumn of 1944. This picture has only just been released for publication : it shows Brigadier G. M. O. Davey, D.S.O., who was landed in Albania in October 1943, with a complete staff and orders from General Sir Henry Maitland Wilson "to kill Germans." By the liberation of the Albanian capital over a year later, Brigadier Davey's work with his fellow British soldiers and the Albanian partisans has been crowned with success

A TRAIN WRECK IN CALIFORNIA, in which 12 persons were killed : An estimated twelve persons were killed and about seventy-five injured on October 8 when two baggage-cars and five coaches of the westbound Southern Pacific "Challenger" were derailed and wrecked three miles west of Colfax, in California. Above is a general view of the scene. The entrances to the coaches were smashed and immovable : rescue workers had to cut their way through to get to the victims



THE FIRST TURBINE LOCOMOTIVE BUILT IN THE UNITED STATES : Engineer Harry Weber, in Philadelphia, explains to onlookers the forward, or main, turbine of a newly-designed steam locomotive. The first ever built in the U.S. to utilise the turbine rather than the conventional reciprocating engine principle, it was designed to meet the demand for faster and more economical rail transportation, as well as for greater smoothness in acceleration. The turbine-shaft is rotated by the pressure of the steam against more than 1,000 steel blades of the turbine-wheel, which in a test-run drove the engine at a speed of 120 miles an hour. Speed-reducing gears transmit an estimated 97 per cent. of the power to the driving-wheels, under ideal conditions, as compared to the 5 to 10 per cent. transmitted by the reciprocating parts of a standard engine. The turbine is designed to develop 6,900 horse-power, sufficient to pull a full-length passenger train at 100 miles per hour. The locomotive and its tender, when loaded, weigh nearly 1,000,000 lbs. and cover 123 ft. of track

A POST-WAR "PERSONAL" PLANE ON ITS FIRST FLIGHT : This is a Republican Thunderbolt amphibian, seen over Long Island, New York. It has been designed for "the post-war personal plane markets." It is of all-metal construction, is powered by a single engine of 175 h.p., will accommodate four persons and is expected to sell at less than £1,000. In their future plans for private flying, manufacturers in the United States are very far ahead of any other country in the world : American citizens, too, are more air-minded than most other people and are already looking forward to the coming of the "Air Age"

THE GERMANS BUILDING DEFENCES IN HOLLAND where, all along the Western Line, they are blowing up bridges, roads, etc., and hurriedly carrying out new defence construction. Here they are busy erecting tank obstacles on a Dutch road

A FAMOUS BRITISH CONDUCTOR IN ROME : Constant Lambert, composer and critic, is here conducting the Radio Symphony Orchestra at the Argentine Theatre in Rome during a programme for members of the British forces

THE FRIEND OF THE PRISONER OF WAR

The Great Work of the Red Cross and St. John War Organisation Which Brings Relief and Comfort to Untold Thousands of Men and Women

Described by CHARLES GRAVES

TO-DAY, and to-morrow, New Year's Eve, our thoughts naturally turn to the prisoners of war in enemy hands. Of these, 180,000, including deported Channel Islanders, are in Germany, and all of them should have received their Christmas parcels over the week-end, if not before. And pretty good they are, too, these British Red Cross and St. John parcels. They contain ½ lb. of baked beans, ½ lb. of butter, ¼ lb. of chocolate, ½ lb. of honey, 14 ozs. of condensed milk, 2 ozs. of custard-powder, 6½ ozs. of pancake batter, 1 lb. each of pork and stuffing, stewed steak, Christmas cake and Christmas pudding, a tin of sardines, 12 ozs. of Spam, ¼ lb. of sugar and a packet of tea.

These parcels went by ship from England to Marseilles, together with fifty Canadian lorries to transport the 3,000 tons of parcels across the wrecked French countryside to Vallorbe, on the Swiss frontier, which they reached on December 1.

The invasion of the South of France naturally held up the parcels which go to every prisoner of war at fortnightly intervals. But the latter were by no means disheartened at the temporary non-arrival of the food, books, games and other things which are sent out to them. They realised that it was the American advance from the Riviera which was responsible, and all the latest letters received from prisoners of war in Germany show that their tails are well up.

Over 27,000,000 parcels of food alone have been despatched to Europe since Colonel Jerman, of the Leicester Regiment, was registered by the Red Cross as the first British prisoner of war in German hands. Incidentally, poor fellow, he has not yet been repatriated. Apart from food, one of the most useful services extended to prisoners of war is the educational and vocational training. Over 13,000 prisoners have applied for examinations, and over 700 distinctions and awards have been gained in prison camps. It is a fact that the three highest sets of marks of all candidates for the Auctioneers and Estate Agents Institute of the United Kingdom were obtained by prisoners of war, who included a warrant officer and a sergeant. Altogether, fifty different trades, professions and associations have supplied study courses and books, with 100 specialists forming a panel of advisers on study and examination. In this year alone, what is more, over £62,000's worth of indoor games and outdoor sports equipment have been allocated to prisoners of war in Europe.

The position of the 46,000 British prisoners of war (both civilian and military) held by the Japanese is very different, alas. On the other hand, the Red Cross are led to believe that some at least of the prisoners of war are being fairly well treated. It depends very largely in what areas they are concentrated.

Prisoners of war, however, are only a section of the multifarious duties undertaken by the Red Cross and St. John. There is the Aid to Russia Fund, which has despatched 13,000 tons of comforts in thirty-nine different shipments; the auxiliary hospitals and convalescent homes, of which 238 are in commission; the Central Hospitals Supply Service, with its astronomical numbers of yards of material and pounds of wool, bandages, garments and swabs supplied, made-up or received.

There is the Civil Defence Workers' Health Department, which meets the current demand for recuperative rest in England and Wales. There is the Foreign Relations Department, which receives and handles 250,000 communications and personal messages every three months. There is the Hospital Library, which buys thousands of new books and sends them out in bales to North-West Europe, the Mediterranean and South-East Asia. Millions of miles have been covered by the ambulances. In addition, there are the various departments ensuring the income to meet all this expenditure.

In the whole of the last war, only £17,000,000 was subscribed to the Red Cross and St. John Fund, although the country was infinitely richer and income tax very much lower. Admittedly, this war has lasted a year longer than the previous one, but in spite of the 10s. income tax in the £1, in spite of the 100 per cent. E.T.P., over £42,000,000 has been collected since September 1939. For this, the Duke of Norfolk and five peers—my Lords Iliffe, Southwood, Wigram, Lytton and Courtauld-Thomson—are largely responsible. Lord Southwood's Penny-a-Week Fund is actually producing something in the neighbourhood of £400,000 a month. I do not know whether he was personally responsible for the "doodle-bug" on the threepenny-bit quiz, but it is a pleasant way of adding pennies to the Fund. (If you do not know it, the quiz is whether you can find a doodle-bug on a 12-sided threepenny-bit. If you cannot find it, you have to put a penny in the Red Cross box.)

The Sports Committee, under Lord Wigram, has raised large sums of money. In the first three years of the war, Henry Cotton raised £41,000 in exhibition golf matches. Whist, bridge and darts all raised very considerable sums for the Red Cross; though boxing, horse-racing and football have done poorly. Lord Courtauld-Thomson's Red Cross sales of jewellery, wine, stamps, and so forth, have done exceedingly well. The Churches Committee, under Lord Lytton, has brought an income of nearly £200,000 a year. Flag-days and film premieres have raised very large sums of money as well.

All told, the personnel of the British Red Cross Society numbers 168,000—10,000 fewer than the numbers of the Order of St. John. The nursing auxiliaries of the two bodies add up to 35,000, in addition to 7,000 V.A.D. members in Service hospitals.

Perhaps the least publicised of the many services provided by the Red Cross and Order of St. John is the convalescent accommodation and treatment for Other Rank Service cases, and where necessary for convalescent civilian casualties. This responsibility began in June 1940. Residential nurseries for children under five were established for those whose parents were employed on vital war work, or who themselves were evacuated. During the blitz 2,000 beds were allocated for Civil Defence workers and civilians, in order to help London's hospitals which had been damaged or which were short of staff. In the past twelve months, well over 100,000 patients have been treated in the convalescent homes and auxiliary hospitals.

The function of a convalescent home is to rehabilitate the patient. It is no longer a case of passive convalescence, but one of prescribed mental and physical activities, the patient's day being organised for him with suitable intervals for meals and rest. Remedial exercises include log-sawing, garden work, fixed bicycles, skipping-ropes and Indian clubs. There is, too, occupational therapy, and patients who need massage, galvanism, Faradism and radiant heat, even paraffin-wax baths, receive the treatment appropriate to their disability.

A more romantic section is the Wounded, Missing and Relatives Department. There is a liaison officer at every military hospital who secures information from casualties about men in the same unit posted as missing. Relatives of men who did not get back from Arnhem can secure, as far as possible, news of the last occasion when their men were seen fighting. This department of the Red Cross is also responsible for escorting patients home from hospital, or taking repatriated men back to where they live. Information about the missing is also provided via the Red Cross from men who have been identified as prisoners of war, and who also can give an account of the last time that the missing men were seen, with a probable theory as to whether they were killed, wounded, were captured or escaped.

With the present war being fought on so many fronts, and with the War Office rule that if no news is received about a man for three or four months he is officially posted as missing, this work is very strenuous. Nor does the Red Cross and St. John War Organisation confine itself to British and Dominion troops or civilians. Its Foreign Department deals with missing men of all our Allies—French, Russian, Polish, Dutch, Belgian and Norwegian, as well as Danes and Swedes, among others. One single section deals with inquiries about Czechoslovakians, Russians, Esthonians, Latvians and Lithuanians. An instance of thoroughness in these searches is provided by the case of a young Pole, who asked whether his brother-in-law, last heard of in 1938 (this was in 1942), could be traced. The brother-in-law was found in the R.A.F. in Canada in 1943, and promptly inquired whether his sister, who had gone to Siberia in 1940, could be found. With the help of the Australian Legation in Moscow, the sister was found in Teheran in 1944.

With the mass removals of whole populations in Europe, the Foreign Department is immensely busy. To-day, the International Red Cross Committee has a card index comprising over 20,000,000 separate prisoner-of-war cards. As the average number of cards handled daily is nearly 400,000, it has been decided to base its system in future on a phonetic instead of a spelling basis. Thus all the Mayers, Meiers, Meyers, Maiers are grouped under the heading Me; and all the Phillips, Philips, Filippos and Filipes are grouped under F.

To conclude with prisoners of war: further supplies of penicillin and blood-transfusion sets, including plasma, are now being sent by the Red Cross and St. John to prisoner-of-war camps in Germany. As far as is possible, the supplies are sent to those hospitals which are believed to contain newly-captured men.

Every three months the next-of-kin of all prisoners of war receive coupons and labels, so that parcels of clothing and other comforts may be sent to the prisoner. Matrimonial difficulties and other legal problems are referred to experts for advice and help. Next-of-kin also receive the two monthly magazines *The Far East* and *The Prisoner of War* which give up-to-date news of camp conditions.

P.S.—It was Jean Henri Dunant, a Swiss banker, who was responsible for the International Red Cross and the Geneva Convention. He wrote a book called *Un Souvenir de Solferino*, which forced the whole civilised world to hold the Geneva Convention in 1864. (For once the pen was mightier than the sword.) He died in 1910. But as a compliment to his Swiss nationality the Swiss flag (a white cross on a red ground) was reversed and made the emblem of the Society.

THE CONTENTS OF A TYPICAL RED CROSS FOOD PARCEL: 180,000 of these and similar packages have been despatched for Christmas and are now in the hands of our prisoners in Germany. Practically every repatriated prisoner of war has expressed his gratitude for the work of the Red Cross and St. John Organisation

RED-LETTER DAY AT STALAG LUFT 3: R.A.F. prisoners enjoying the food sent to them from England. Every man receives a parcel at fortnightly intervals. Books, games and musical instruments are also despatched

The fact that goods made of raw materials in short supply owing to war conditions are advertised in this publication should not be taken as an indication that they are necessarily available for export

THE RED ARMY'S THRUST INTO CENTRAL HUNGARY: HOW THE RUSSIANS SWUNG TOWARDS LAKE BALATON (THE LONGEST LAKE IN EUROPE) and then approached Budapest from the south on the west bank of the Danube River—*Drawing by E. G. Lambert*

THE RUSSIAN ADVANCE to BUDAPEST

And the Approach to Lake Balaton

After a period of comparative quiet, after the Russians had made their first approach to the Hungarian capital, the Red Army succeeded in crossing the Danube and then striking west and north-west. One thrust was directed towards the south-west corner of Lake Balaton, and soon the whole of its eastern side had been cleared; but the major pressure then developed in a northerly direction—the Russian forces, rapidly advancing by way of Pecs and the River Kapos, swept along the southern corner of the lake, but did not immediately encircle it. Siafok was occupied (a railway point of some importance) and the Russians then pressed on to within a few miles of the Hungarian capital. Lake Balaton is of great length: its western side is lined by hills all under 1,000 ft. During recent years, it has attracted many tourists. For the moment, the Russians do not seem to have begun operations to the west of it

THE HISTORIC CITY OF BUDAPEST, as seen from the old Citadel of the Gellert Hegy, 400 ft. above the Danube. The majestic sweep of the river and the magnificence of the city's public buildings are well emphasised in this view

FIGHTING IN THE CARPATHIANS, where the snows are already lying thick. In two days of fighting, this gun crew destroyed five machine-gun nests and a field-gun

THE RIVER DANUBE AND THE HOUSES OF PARLIAMENT, as seen from Buda, the western part of the twin city. Budapest has been the capital of Hungary since the year 1867: its two parts were incorporated into one in 1873

SOVIET TANKS MOVING UP THROUGH A HUNGARIAN VILLAGE, after crossing the Plainlands and hills guarding the capital of Budapest

NEW LAMPS and OLD

A Fortnightly Causerie on Life and Letters

By JOHN GORE

THE VALUE OF EVIDENCE.—The other day a young woman, working in a great Midland factory, related to me an experience which led her "to believe that Communism was rife all over England."

"Some workers in her department had read in a Sunday paper that a camp of Italian prisoners had been fed (presumably last summer) on strawberries and cream! They were up in arms about this monstrous iniquity. They weren't going to support a Government which allowed such things to happen, and when the Savings Group official came round they one and all refused to put a penny into war savings." Such was the sense in which she related her experience. It is a tremendous trifle, is it not?

One does not usually anatomise a rumour or submit a piece of trivial social gossip to microscopic examination, and it is unusual in polite society to hold up to criticism or to trounce the casual conversation of a pretty neighbour at a tea-table. Yet this particular example of "the things people say" is pregnant with the dangers which face a world, tired in mind and body, and become chaff for the sparks of suspicion, doubt and discontent—bred of the sheer impatience, fatigue, bitterness and sense of injustice which war engenders always.

It is a classic example of the neglect of legal evidence and of the value of legal proof.

It is, unfortunately, still probably true to say of England that a majority of our people are quite satisfied to regard as proven truth anything which they see in print in any newspaper in the country. If some may see in this a flaming testimonial to the worth and integrity of the British Press, there will still be a minority who will take a far more sombre view of it, and put it down to lack of education. Our legal system is justly admired all over Europe and civilisation. It has attained its high standard, and maintains it, because we have seen to it that no man has been appointed as a judge of even the lowest Bench until he has graduated and proved his proficiency in the hard school of evidence and procedure; and it is worth noting that when some "burning scandal" of the day falls to be investigated by a commission or committee, it is customary to appoint as chairman a high legal luminary; and, indeed, no other type of chairman gives confidence to the public. Thus we recognise the worth of our judicial system while all too often we set aside its rigid precepts and practices in forming our own hasty and partial judgments—*e.g.*, the Hereford case. There never was a time in our troubled history when the value of proof by the impartial and right use of evidence was more vital. There never was a time when the state of the public mind was less capable of basing its verdicts upon full and sufficient evidence.

DESPITE THE WAR, THE METROPOLITAN OPERA SEASON IN NEW YORK OPENS IN A BLAZE OF SPLENDOUR: This is a general view of the "Diamond Horseshoe" as the Metropolitan's sixtieth season opened on November 27. Despite a heavy downpour of rain, 3,800 patrons attended the opening, every seat was occupied and boxes and stalls were packed with well-dressed opera-lovers. Such a scene of brilliance has not been witnessed in a London theatre since September 3, 1939

"Strawberries and Cream."—There may be found to-day a few, a very few, cool and clear-sighted men writing and speaking who realise this dilemma and count its appalling danger. They see all too clearly the risks inherent in what this country and all countries are quite evidently resolved to do—to make great decisions and to rush through great reforms before tortured, war-worn, impatient humanity has given its mind a chance to rest and recover sanity and balance, a chance to eradicate the poisons of hate, bitterness and suspicion, a chance to restore the normal poise of fairmindedness and cool judgment. A thousand excuses for this intended act of criminal lunacy can be cited, but not a single justification. All sanity, all the lessons of every history-book, cry out for delay, and urge on civilisation the vital need for *an interval for rest and refreshment* before embarking on the second and not less important phase of a world war—the consolidation of the ground so painfully won at a cost so catastrophic. It is significant to recall that this very thing was clearly appreciated by our own Government as late as 1943. To-day that same Government has been rushed off its feet and has abandoned the principle which it was still preaching only a few months ago.

There is to be *no* pause, no interval for restoring balance to the minds of those who clamour and those who yield to the clamour for big decisions and swift reforms. And it is doubtful if there will be a single mind in any country in any posture to exert an impartial judgment based on sufficient evidence and adequate proof on any question of the hour affecting international relations or domestic politics and economics.

The crimes of 1918-19 are to be repeated in 1945. But all this is a digression from the particular to the general. Let us for once anatomise the "strawberries and cream" scandal. What evidence would an ordinary legal mind require before accepting the charge as proved?

He would demand the name of the camp. He would *subpœna* the commandant and the rationing officers. He would extract from them the dates of the alleged occurrences, the number of prisoners, if any, served with strawberries and cream, the number of times they were served. He *might* find that, after all, the incident had been magnified; that a local resident, perhaps, had sent one basket of strawberries for the birthday party of a prisoner who had worked for the donor's farm. But assuming that he found that cream had been served on a large scale and continuously, would he, when examining the conclusion of my young lady, accept without additional evidence that the reaction of her factory workers proved that *Communism was rife all over Britain*? Would he not hold that no *prima facie* case had so far been made out to support that sweeping assertion; that the reactions of three or four workers in a single factory were no basis for a charge against *all* factory workers, and even if those reactions provided such a basis, he would examine upon what grounds those reactions could be described as manifestations of *Communism*?

"What the Soldier Said. . . ."—Take another example. In one or two November issues of the *Spectator*, some sensation was engendered by a letter from "Captain, B.L.A.," purporting to set forth a list of fears, doubts, suspicions and grouses of our army of Italy. According to this officer, all ranks in that army are seething with discontent and are utterly disillusioned about the efficiency and good intentions of our Government and about the prospects of any permanent peace or social reconstruction. In their view and, *ergo*, in his view, there is nothing good to be hoped for in the future and in human nature. The war is lost before it is won. How would Mr. Justice Clear-head proceed to examine "Captain, B.L.A." and his evidence? Surely in much the same way as I have described in the "strawberries and cream" case.

He would at least declare that *prima facie* "what the soldier said isn't evidence" against the army of Italy as a whole. He could, at any rate, fairly assume, in the absence of further evidence, that the Captain's testimony, even if true, covered perhaps one temporarily disgruntled section of a single unit in one division of several armies.

A final example: an R.A.F. officer writes to me to complain that valuable wrought-iron railings in front of his house (worth £400 in 1939) were stolen from him by the Government's Works Department when he was serving as a Group Air/Sea Rescue officer. Now at last, after months of protest, the Government has had the damned effrontery to offer him £7 5s. for the "scrap." "They" have not dared to touch the ironwork round his local Corporation's buildings. It has left (he concludes) a very bitter feeling in his mind towards authority as constituted to-day.

Do I blame him? No; are we not all in the same boat? Would any one of us—does any one of us—resist the sweeping and bitter condemnation of the Government for a particular wrongful act (which may or may not be proved by legal evidence) of one of its servants? Do we not all argue, and condemn, from the particular to the general, on insufficient evidence?

Our Old Tom and Another 'Un.—The point I make is (as the heading of this paper indicates) that the value of evidence before verdict was never so important as it is to-day, and that the human mind was never before so little fitted for calling and impartially examining evidence in a manner satisfying our national ideal of justice.

A modern Plato might well propound that in the ideal modern state every citizen, every sub-editor, every broadcaster, M.P. and statesman—indeed, every citizen—should be compelled to graduate in legal procedure, pass the Bar examinations at the least and be called to the Bar by one of the Inns of Court. That were a counsel of perfection. Common prudence (at the least of it) suggests that at this vital juncture, with a population largely restricted by its educational standard to the reading only of headlines and big type, the editors of newspapers and all publicists should study the laws of evidence and withhold sweeping *general* condemnations from particular and insufficiently proven wrongs.

And the same study of the rules of evidence is required of politicians who are being driven into great programmes of social reform at a time when the human mind is everywhere unseated of reason, patience and clear and impartial thinking.

It is still true that a man must cut his coat to his cloth. The lesson of the story of the cats on the tiles is still to be applied in our present-day world of wild rumour. That tale I will set down as a tail-piece:

GEORGE: "There were 'undreds of cats on the tiles last night."

MOTHER: "Not 'undreds, George?"

GEORGE: "Well, I bet there was twenty."

MOTHER: "Not twenty, George?"

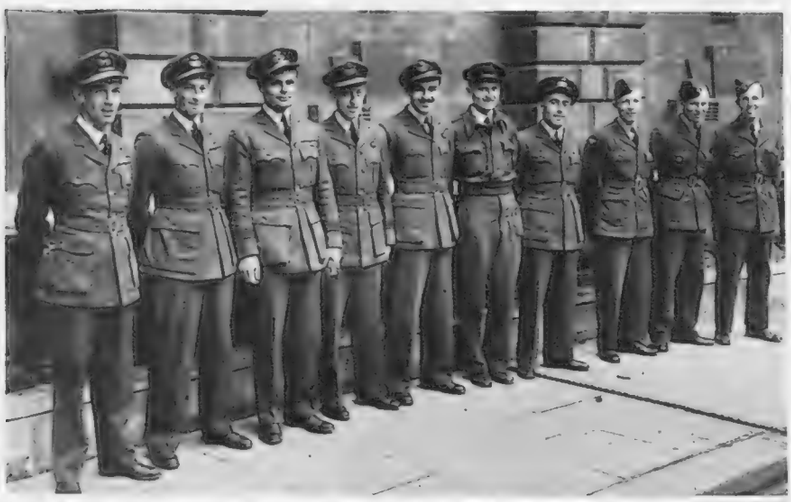
GEORGE: "Well, there was our old Tom and another 'un."

If you and I and our leaders and publicists will all henceforward learn and apply the lesson of this moral tale of the cats on the tiles, I believe that the chances of lasting victory in war and in the peace to follow war will be greatly enhanced. For this lesson once learned will keep in check wild rumour and sweeping condemnation and thereby largely reduce distrust, suspicion and class hatred. There can be no cool judgment in minds which are ridden with distrust, and no jury can possibly return a sound verdict on any question under the sun, whether for acquittal or conviction, until it has cleared its mind of what is irrelevant or hearsay.

NEWS-PICTURES OF HOME-FRONT ACTIVITIES

A GIFT TO THE NATION BY DR. VAUGHAN WILLIAMS, O.M. : Leith Hill Place, a property of about 470 acres, close to the summit of the hill. The house, which will not be open to the public, was at one time the home of Mr. Richard Hull, who built Leith Hill Tower about 1765. In 1847 it was acquired by Mr. Josiah Wedgewood. Mr. Wedgewood was a cousin and brother-in-law of Charles Darwin, who was a very frequent guest and studied there when preparing some of his books. From Mr. Wedgewood the property came by inheritance to Dr. Vaughan Williams' late brother, who made it his home. At Dr. Williams' suggestion, it will now be let to his cousin, Sir Ralph Wedgewood

A BRITISH WOMAN ANTHROPOLOGIST who is shortly leaving for the Cameroons : Dr. Phyllis Kaberry who, early in 1945, will go to the Cameroons at the invitation of the Nigerian Government to study all aspects of the life of native women. She will live with them in a village 4,000 ft. above sea-level where there are no white people. Dr. Kaberry has explored North-West Australia and New Guinea and has sat down to meals with reformed cannibals and head-hunters



THE ROUND-THE-WORLD LANCASTER AND THE MEN WHO FLEW IT : "Ariel," the R.A.F. Lancaster which started on a flight around the world on October 21, is now back in Britain with many navigational secrets. The plane was fitted with all the most modern devices and carried more than a ton of signal equipment. Here are the men who flew it : from left to right—Wing-Commander D. C. McKinley, of Shropshire, first pilot ; Flying Officer A. L. Shipway, D.F.C. and Bar, of Bristol, second pilot ; Squadron Leader J. F. Davies, D.F.C., of Guildford, navigator ; Flight Lieutenant N. B. Blakey, D.F.C., of New Zealand, navigator ; Flying Officer H. Stringer, of Birkenhead, wireless operator ; Mr. H. C. Pritchard, of the Royal Aircraft Establishment, Farnborough ; Flight Lieutenant R. L. Butt, of Swindon, Radar officer ; Leading Aircraftman H. J. Dean, of Shepherd's Bush, electrician ; Leading Aircraftman E. Wiggins, fitter ; and Leading Aircraftman B. Pashley, of Wandsworth, rigger

A NEW ROLE FOR COASTAL COMMAND HALIFAX "INTRUDERS" : The neutralisation of the French ports, following the liberation of France, has provided the Halifax bombers of Coastal Command with a new hunting-ground—the German shipping lanes off the Norwegian coast and the Skagerrak. Here is the only Irish pipe band in the Royal Air Force, as it entertained the officers' mess at a Halifax Squadron's Station in North Scotland. The pipers are members of the Ulster Squadron, claimed to be the only Irish squadron in the R.A.F.

A TRIBUTE TO AMERICAN FORCES IN BRITAIN : Lichfield grants the right to march through the city with drums beating and bayonets fixed. The resolution is embodied in a title deed and was presented at the Guildhall, Lichfield, to Colonel James A. Killian in a casket mounted with an eagle carved in oak from the roof of the bombed House of Commons. The ceremony was in recognition of the association and friendship between the neighbourhood and the officers and men of the 10th Replacement Depot of the U.S. Army

THE FIRST CONSIGNMENT OF HOUSEHOLD GOODS ARRIVES IN LONDON from the provinces for bombed-out citizens : Areas outside the zone of recent enemy V-bomb attacks are "adopting" badly-blitzed districts of London. The W.V.S. are collecting household goods for distribution to those who are facing the task of building their blitzed houses again. The first consignment is seen above arriving from Bristol. Mrs. Boucher and Mrs. Pope, of the Bristol W.V.S., are unloading the gifts and Mrs. P. A. Cassie and Mrs. Nutting, of Wandsworth, are receiving them

The World of Books—By Vernon Fane

WHY THERE IS A BOOK FAMINE

The Queue of "Non-essentials"; The Colossus of Government Publications; Export Market Problems; Some Significant Developments in the U.S.A.; New Trends in the Book Trade

ON the threshold of 1945, it may be permissible, on this page, to pause in the consideration of new books, and to take a look at the book trade as a whole in this sixth year of war.

Like every other industry, the trade is looking forward to a fresh set of problems at the end of the German war. Unlike some industries which are more cohesively aligned, it does not look as if much forward planning had been going on, except by individual firms.

Nobody knows, of course, what the paper situation is likely to be. Following the liberation of Paris and Brussels, stories were circulated to the effect that there were large quantities of paper available in France and Belgium. These proved to be as fictitious as many another story emanating from the same sources in those hectic days. If paper in any appreciable quantity is to become available after the cessation of hostilities with Germany, it will not be from the Continent of Europe that we can look for it.

Few people seem to realise that the paper, strawboard and cloth-making industries, graded by the Ministry of Labour as "non-essential," have suffered more than most by inroads into their labour in the total mobilisation of the nation. Add to this several years of plant depreciation and non-replacement, and it will be seen that the book trade will enter an era of European peace under a very severe handicap. Nor is it at all likely that the Government will give either or any of these basic trades any special consideration in its releases on the relaxation of control, either of labour or of raw materials. In spite of the platitudes uttered from time to time by members of the Government, the publishing and bookselling trades as a whole have been firmly relegated by Whitehall to a back seat, and have been made to take a place far down in the queue of non-essentials.

Meanwhile, the effect of the shortage of books has been cumulative. At the outset of paper rationing most publishers had fairly large book stocks, which, by a process of destruction by enemy action and by the increased demand of the reading public, were quickly reduced to almost nothing. Since then they have been living from hand to mouth; and have been forced into the position of having to ration the distribution of everything they could print. Labour difficulties have increased; and in the past year most book publishers have been hard put to it even to obtain their quotas of paper and other raw material, and to get their books printed and bound.

About the middle of 1944 the President of the Board of Trade, under pressure in the House of Commons, announced as a great concession that he had increased the quota of paper allowed to book publishers by 2½ per cent. This was received with a murmur of satisfaction by the general public as being a little something, and therefore better than nothing; but what they failed to realise, because it was not made clear at the time, was that this concession was removed with the other hand by taking away from printers and publishers what is technically known as over-makes.

So that the paper situation remains pretty well exactly where it was. The book-publishing industry as a whole receives from the nation's stocks an annual dole of 22,000 tons of paper. Government departments, on the other hand, seem to have no difficulty in obtaining and consuming what they will. Take the War Office alone, which in one year consumed 25,000 tons of paper for its publications, as against the 22,000 tons allotted to the entire publishing trade. The paper consumption of H.M. Stationery Office is not a figure which has been disclosed; but it is fairly safe to estimate that it runs into a six-figure tonnage in the course of a year. Using a lavish hand with its own publications, the Government has assumed the position of the most powerful and autocratic of operators in the book-publishing field. During the war the publishing turnover of H.M. Stationery Office has been enormous. I can find that more than sixty best-sellers have been produced, i.e., publications which have passed the 60,000 mark. Of these best-sellers, we can note the following outstanding figures:—

Battle of Britain	4,350,000
Front Line	2,000,000
Combined Operations	1,500,000
Eighth Army	1,500,000
Bomber Command	2,000,000

THE LATEST PICTURE OF THE DUKE AND DUCHESS OF GLOUCESTER: A new picture taken at their home at Barnwell Castle, Northants, with their first son, Prince William. Their second son, Prince Richard, was born on September 16 last. It was officially announced from Buckingham Palace in November of last year that at the request of the Commonwealth Government the Duke of Gloucester would succeed Lord Gowrie as Governor-General of Australia. Lord Gowrie is now in this country, and Sir Winston Dugan, Governor of Victoria, is Acting-Governor-General until such a time as his Royal Highness takes up his appointment. The Duke will be the first Royal Governor-General of Australia, and will be accompanied by the Duchess of Gloucester and their sons

These figures are interesting, since H.M. Stationery Office are the only publishers now operating who can, and do, push individual titles until saturation point is reached. It is obvious that no ordinary book publisher could, within his paper quota, make any such attempt.

So far as I know, the publishing trade as a whole has made no protest against the growth of this Government monopoly colossus which bestrides their industry. Meanwhile, the booksellers, the libraries and the whole trade suffer, and the consumer is forced to take what he can get. And what he can get, mostly from the Stationery Office, is what the Government chooses to dish out to him.

In order to keep their current lists going, most of the old-established publishing houses bring out new books in small quantities. Authors must be kept going, for even authors in wartime have to live. But the new and untried author is indeed on a poor wicket. Almost to a title, the classics are out of print, except in those rare instances when one of the Services' book-distribution centres decides in its wisdom to include a classic among what they are dishing out to the troops. Books like G. M. Trevelyan's *English Social History* are not only out of print, but there is scarcely a bookseller in the country who has not a long waiting list for a possible reprint.

It must be remembered that, in the main, old-established publishers live not on their new and current books, or even upon the occasional best-seller which comes their way, but upon the books in their back lists which are steady sellers. These, together with a vast range of technical and educational books of all sorts and descriptions, are the post-war problem for the book trade. Which titles to print first and in what quantities is a problem which most of these firms are going to solve in, for them, a post-war period of agony and sweat.

Nor are they, the older and well-established firms, going to have it all their own way. The war has brought forth an outcrop of new publishing firms, some of them powerfully backed, and most of them alive and vigorous. They have no back-list considerations or troubles; and in the contemporary field their competition is likely to be strong and formidable.

In the export market, too, there have been many new and disturbing manifestations. Publishers who in pre-war days enjoyed a considerable export trade within the British Empire and on the Continent are already finding themselves faced with competition from the United States, where books have been in anything but short supply.

It is as well to note that among other forms of prosperity, the United States is enjoying an unprecedented wartime boom in book sales. This has led to a whole set of new alignments, the most significant of which is the formation of Field Enterprise Inc., a corporation organised by Mr. Marshall Field, the owner of the great Chicago department store and mail-order business. In what *Time* magazine recently described as "a bedlam of deals, counter deals and rumours," several powerful publishing firms and reprint houses have amalgamated. One of these has issued more than one hundred million volumes through more than 700 wholesale distributors and approximately 70,000 retail outlets. And now the new Marshall Field Corporation announces that it "expects to broaden its plans for special pocket-book editions, both in English and in foreign languages, on a global basis."

Before we leave the United States I think it is worthy of mention that before the war more than 50 per cent. of what are known as fiction and general books, written and published in this country, were also published in the United States. In the past year, this number has dropped to under 3 per cent.

Through this period of travail in the past and uncertainty in the future there are discernible, in the book trade, new forces at work. Just as the Americans have characteristically gravitated towards large-scale amalgamations, so in this country there have been signs of new movements in both the publishing and retail book trades. Some sort of horizontal alignment is already noticeable among booksellers. Some of the libraries are lining up; and it would not surprise me to see some of the more powerful of the book clubs getting together.

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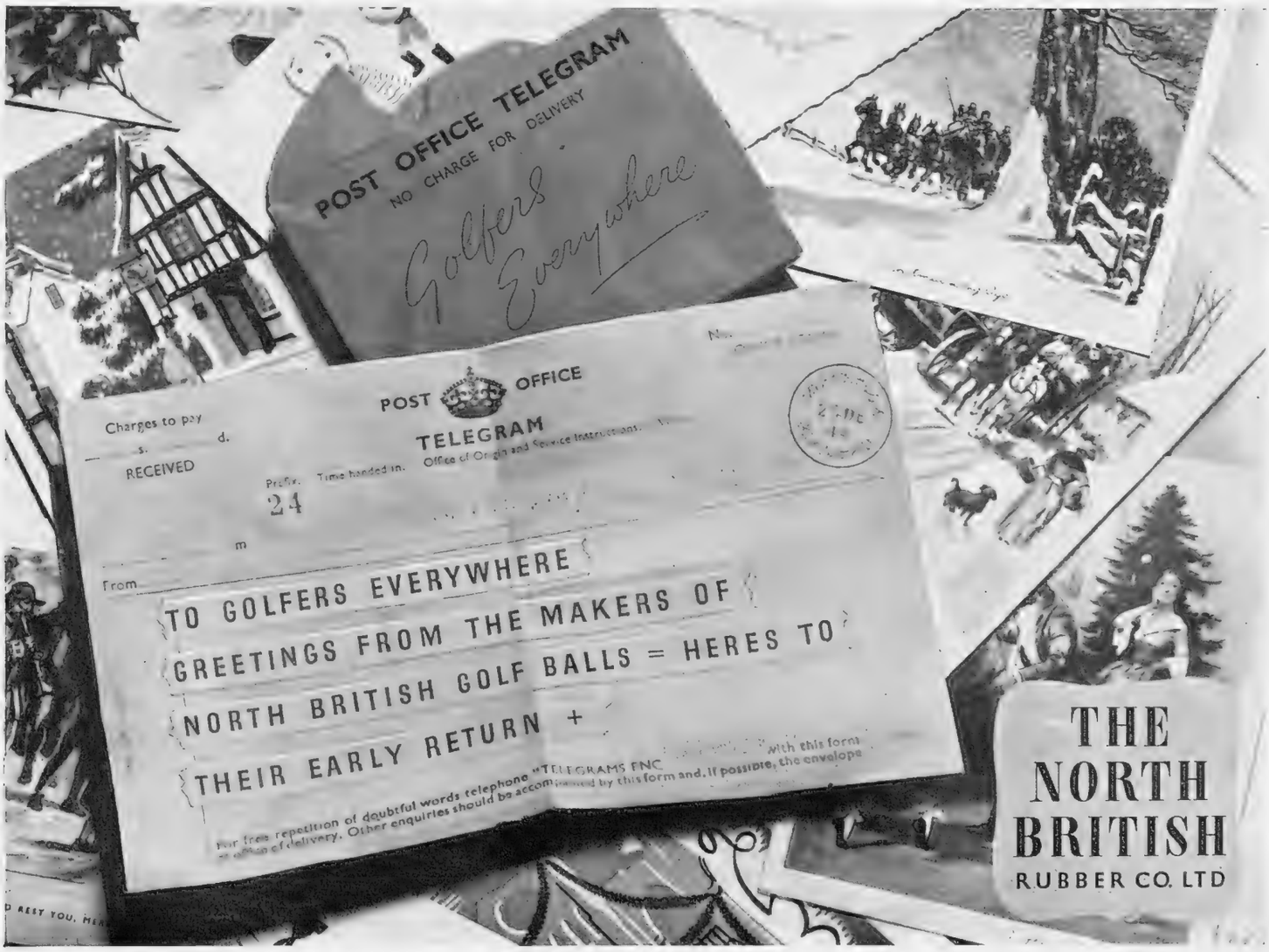

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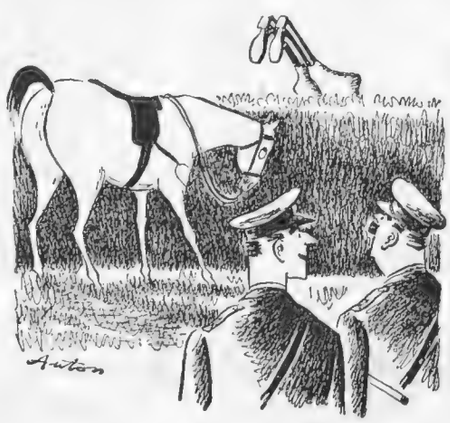

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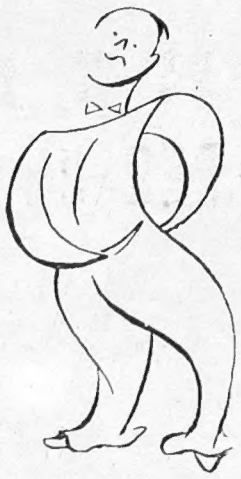

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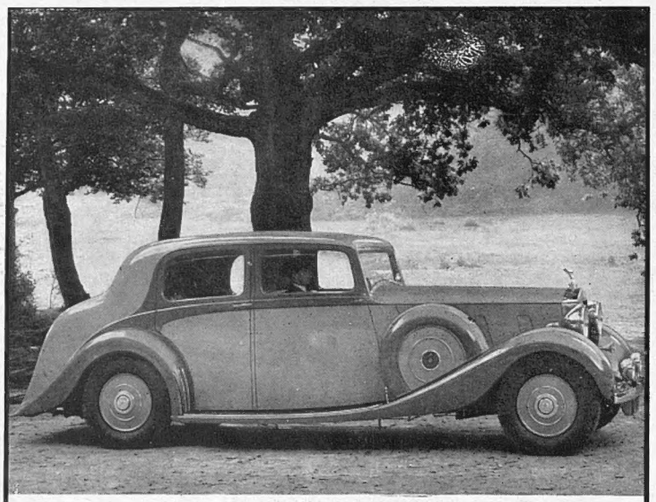

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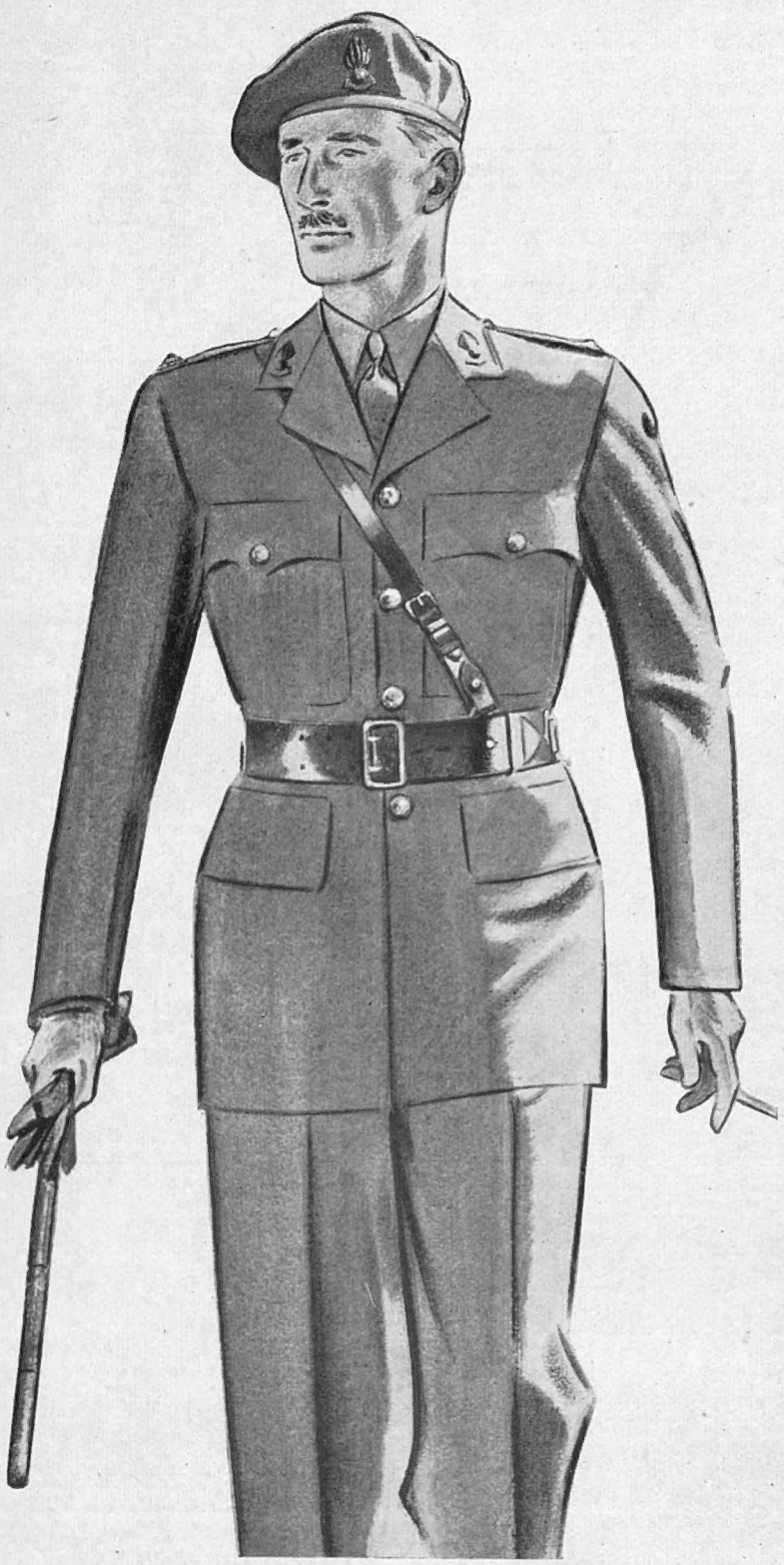

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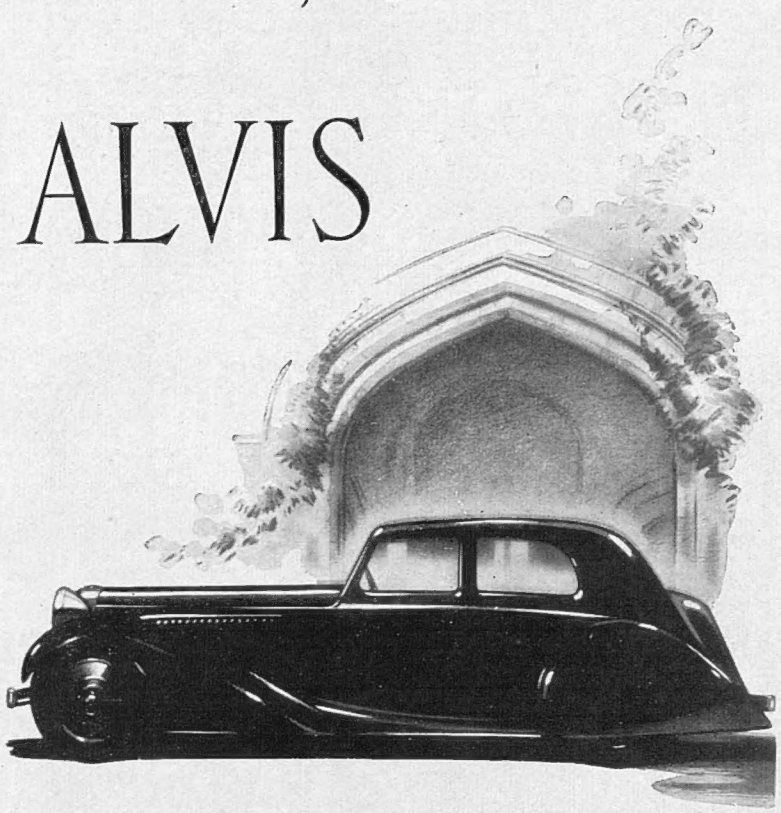

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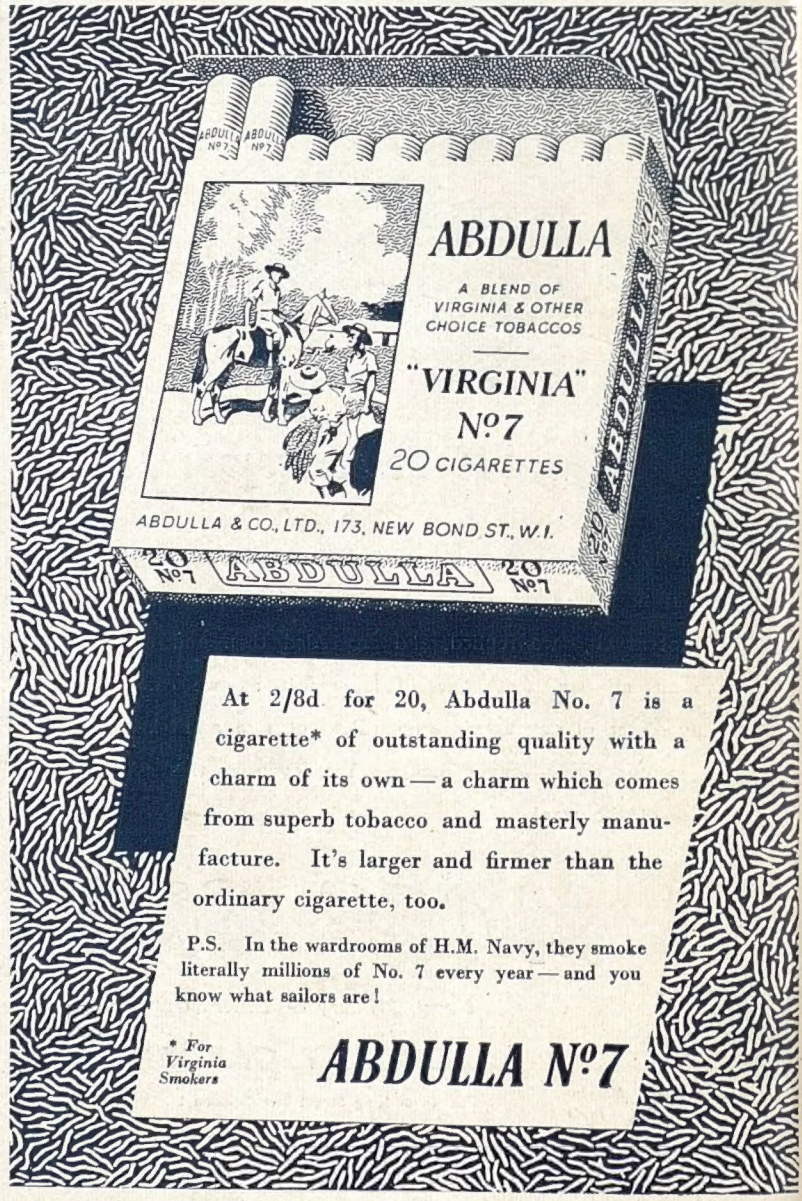

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